

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Bikes

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

National Data & Surveying Services

Intersection Turning Movement Count

Location: Carolina Dr & Gateway Blvd
City: Manassas

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

Data - Pedestrians (Crosswalks)

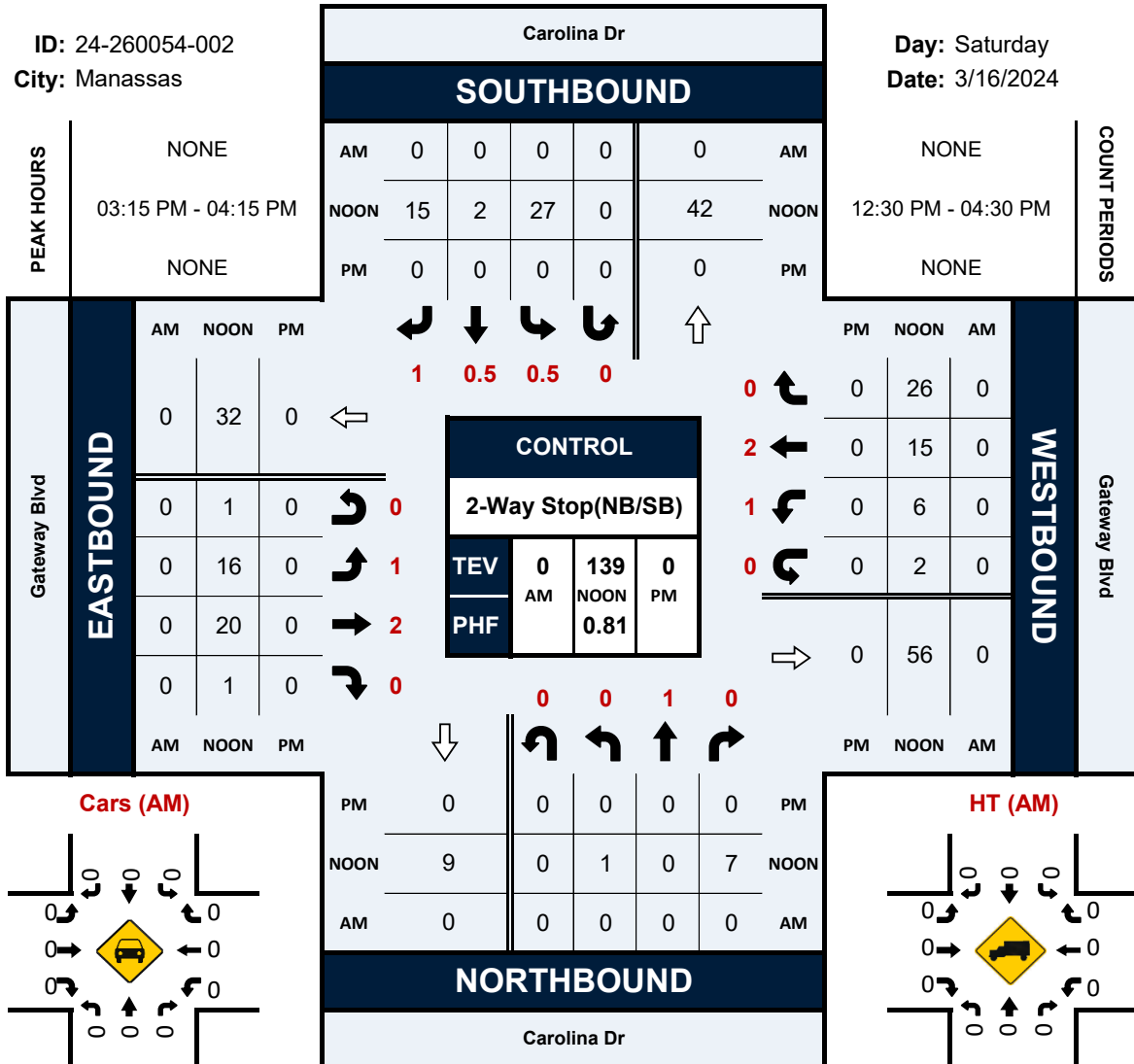
| NS/EW Streets: | Carolina Dr | | Carolina Dr | | Gateway Blvd | | Gateway Blvd | | |
|-------------------------|---------------------|---------|-------------|--------|--------------|-------|--------------|----|--------------|
| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|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

Carolina Dr & Gateway Blvd

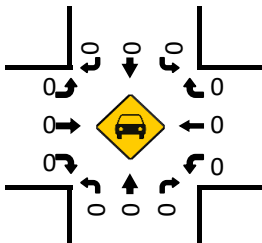
Peak Hour Turning Movement Count

ID: 24-260054-002
City: Manassas

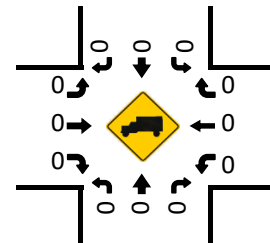
Day: Saturday
Date: 3/16/2024



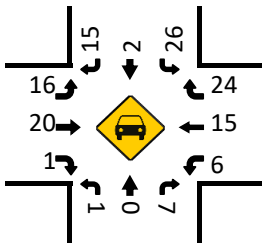
Cars (AM)



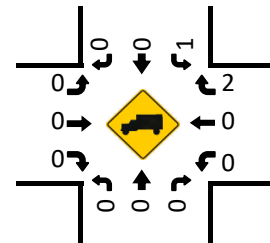
HT (AM)



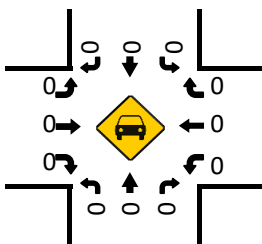
Cars (NOON)



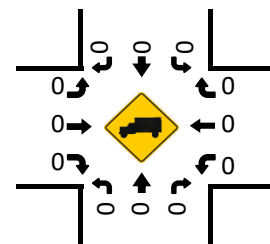
HT (NOON)



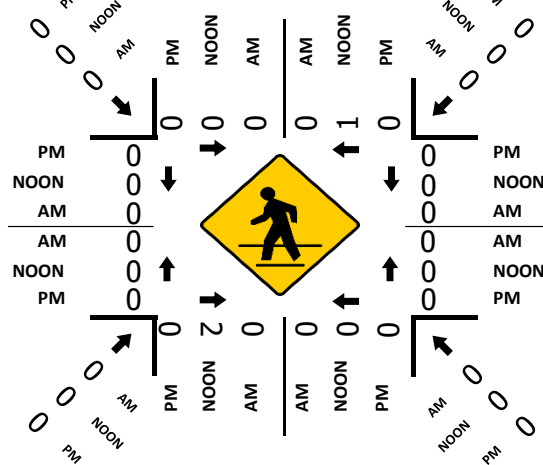
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

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

Day: Saturday
 Date: 3/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

Day: Saturday
 Date: 3/16/2024

PEAK HOURS

NOON

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Bikes

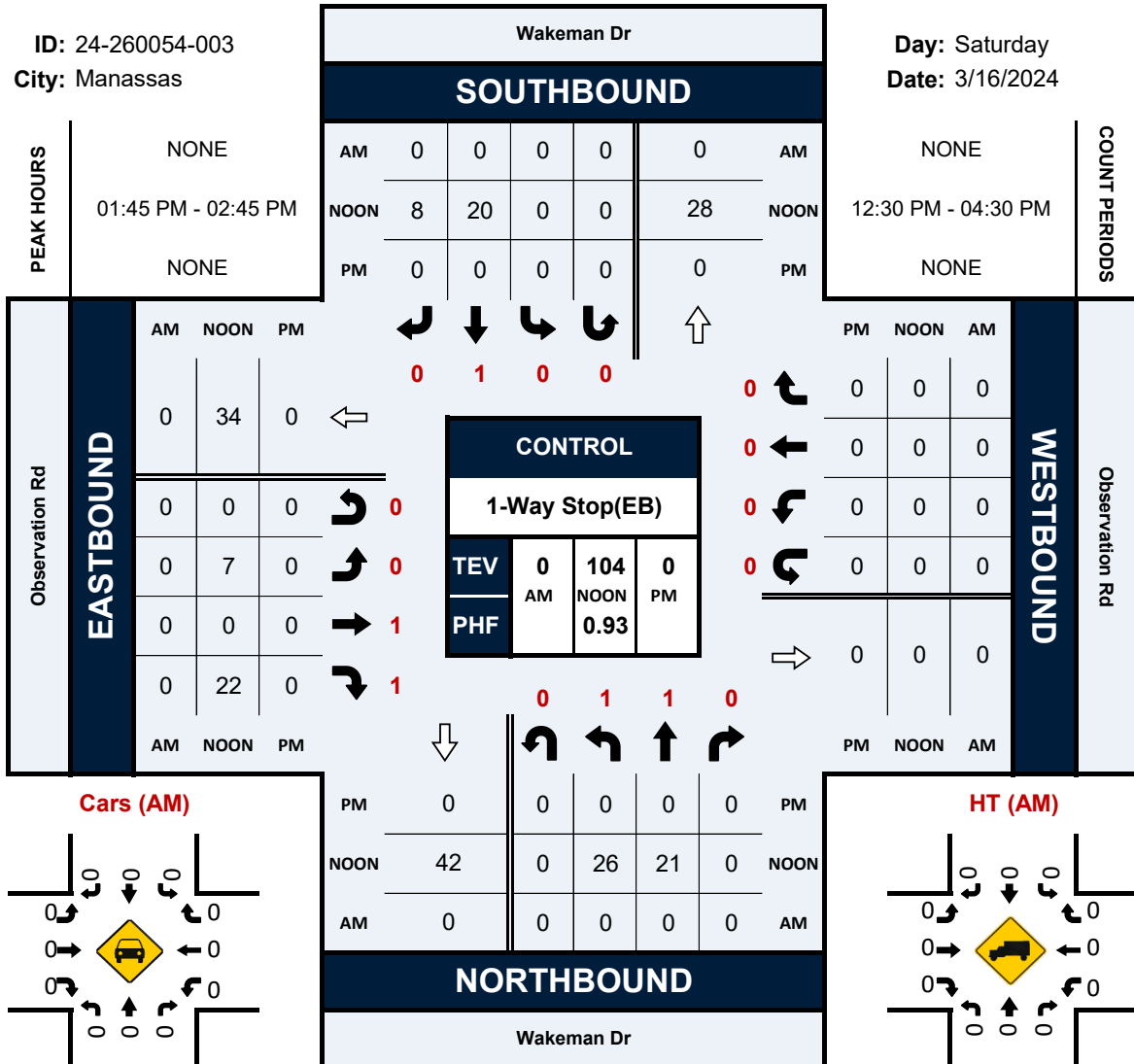
| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Observation Rd | | | | TOTAL | | | | |
|-------------------------|----------------------------|---------|---------|---------|------------|---------|---------|---------|----------------|---------|---------|---------|---------|-----------|---------|---------|-------|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

Wakeman Dr & Observation Rd

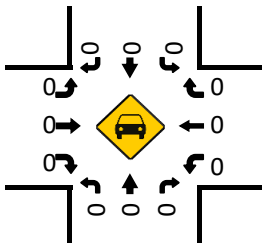
Peak Hour Turning Movement Count

ID: 24-260054-003
City: Manassas

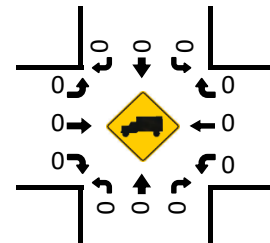
Day: Saturday
Date: 3/16/2024



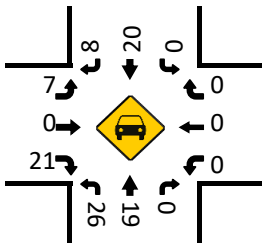
Cars (AM)



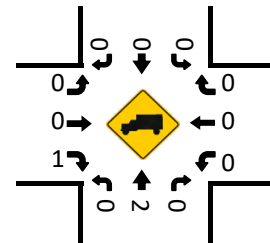
HT (AM)



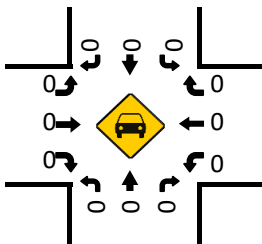
Cars (NOON)



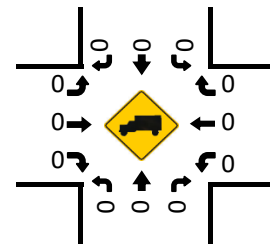
HT (NOON)



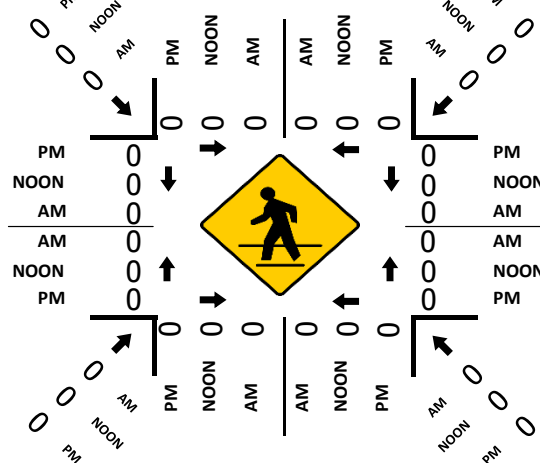
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Bikes

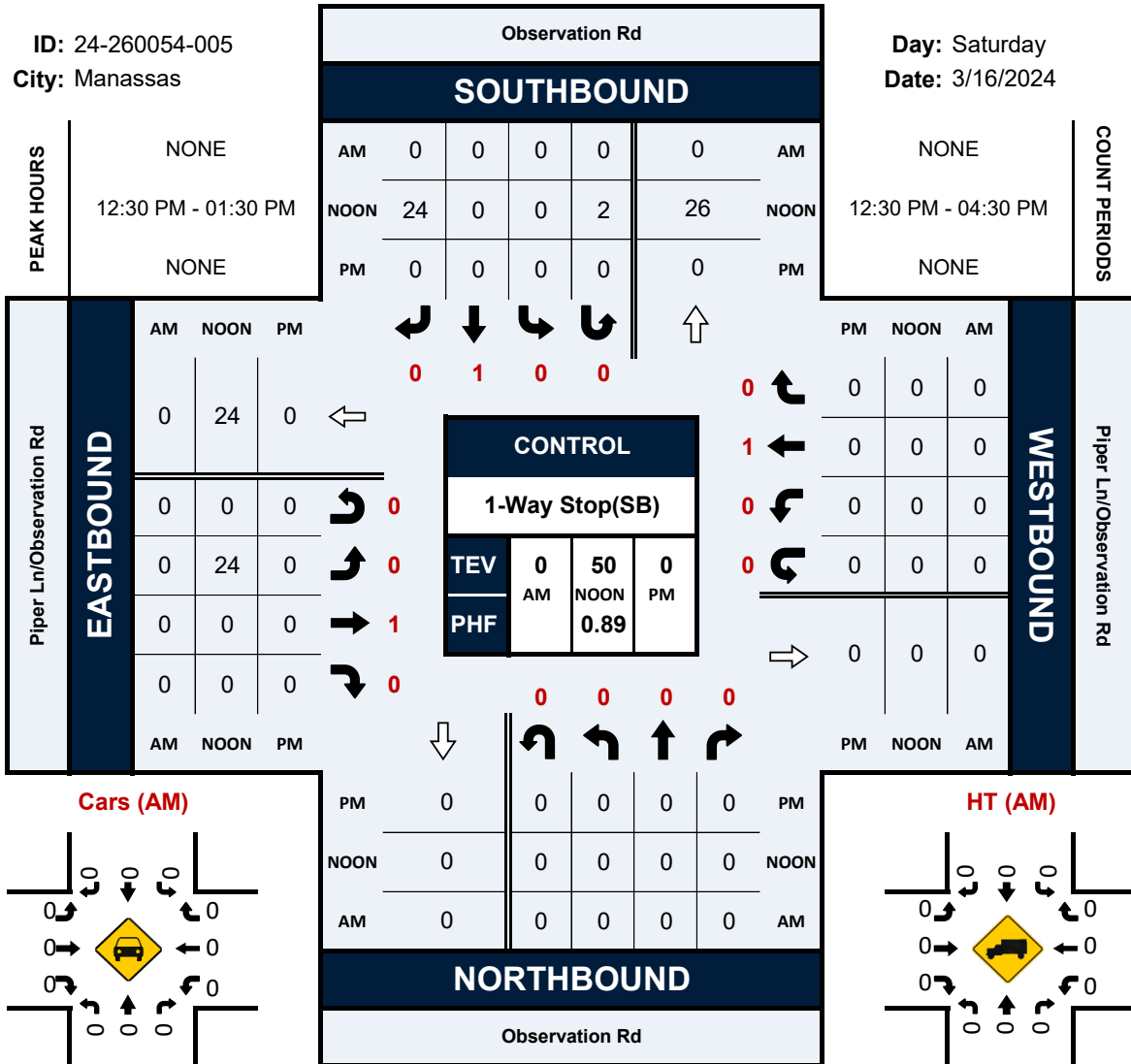
| NS/EW Streets: | Observation Rd | | | | Observation Rd | | | | Piper Ln/Observation Rd | | | | TOTAL | | | | |
|-------------------------|----------------------------|-------|-------|-------|----------------|-------|-------|-------|-------------------------|-------|-------|-------|-------|-----------|-------|-------|-------|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

Observation Rd & Piper Ln/Observation Rd

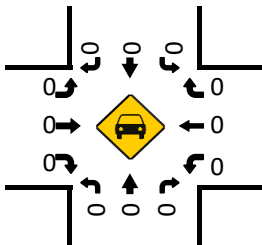
Peak Hour Turning Movement Count

ID: 24-260054-005
City: Manassas

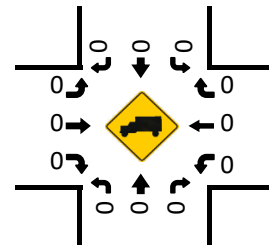
Day: Saturday
Date: 3/16/2024



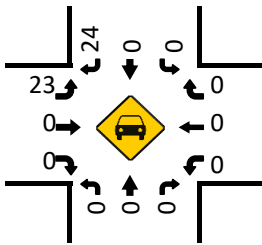
Cars (AM)



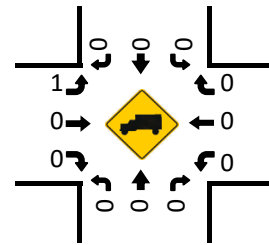
HT (AM)



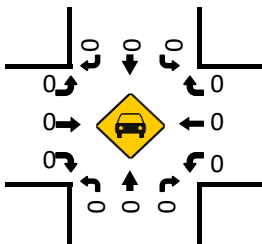
Cars (NOON)



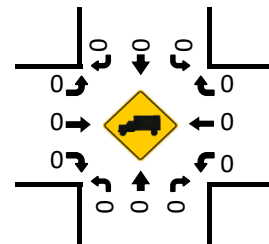
HT (NOON)



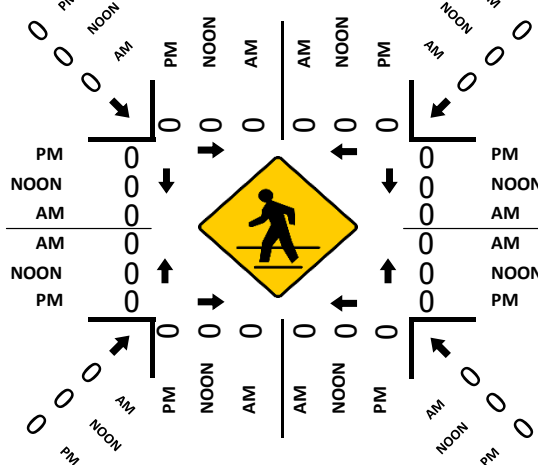
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Project ID: 24-260054-005

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

Day: Saturday
Date: 3/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

Project ID: 24-260054-005

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

PEAK HOURS

Day: Saturday
Date: 3/16/2024

NOON

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Pedestrians (Crosswalks)

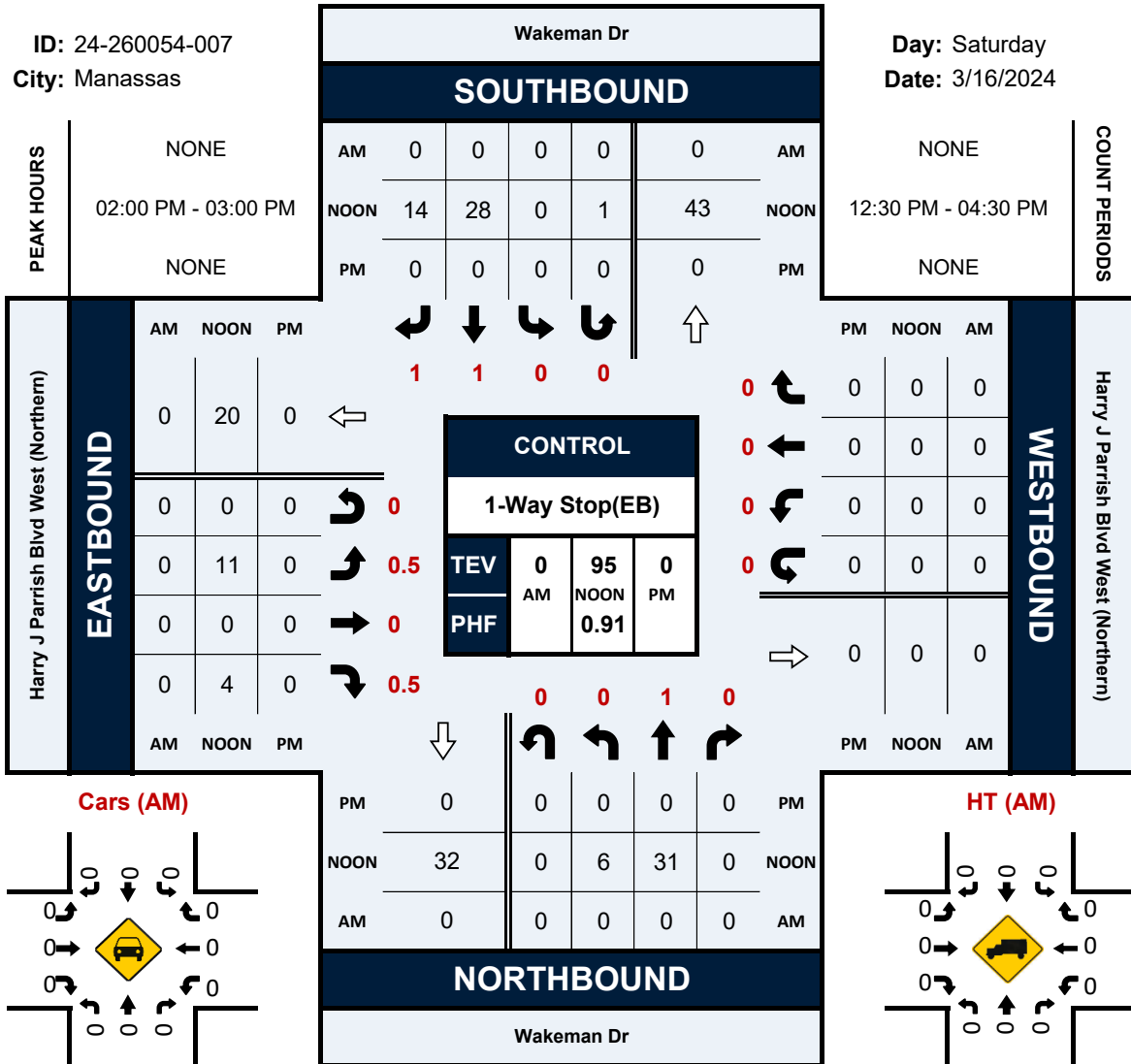
| NS/EW Streets: | Wakeman Dr | | Wakeman Dr | | Harry J Parrish Blvd West (Northern) | | Harry J Parrish Blvd West (Northern) | | |
|-------------------------|---------------------|----|------------|----|--------------------------------------|----|--------------------------------------|---------|-------|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

Wakeman Dr & Harry J Parrish Blvd West (Northern)

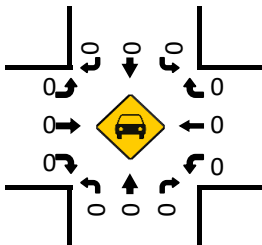
Peak Hour Turning Movement Count

ID: 24-260054-007
City: Manassas

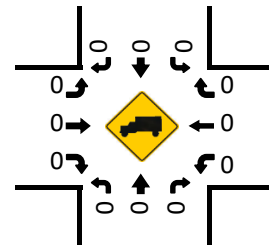
Day: Saturday
Date: 3/16/2024



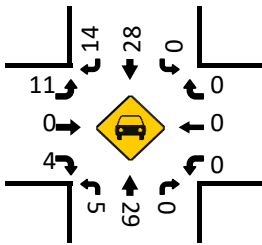
Cars (AM)



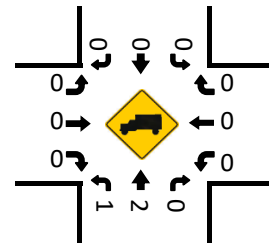
HT (AM)



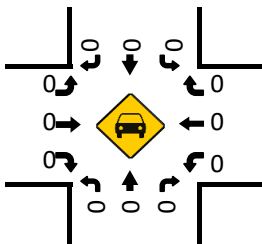
Cars (NOON)



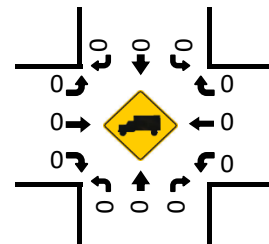
HT (NOON)



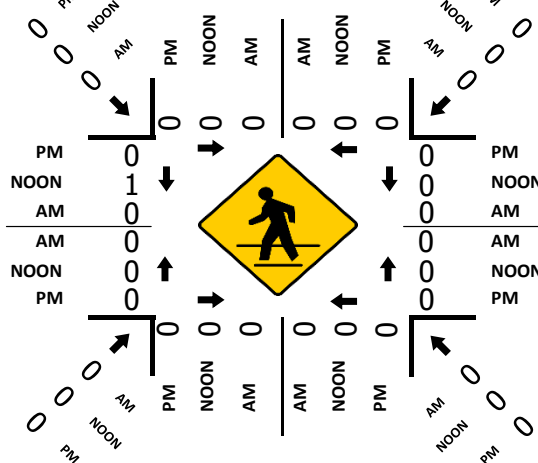
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Project ID: 24-260054-007

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

City: Manassas

Day: Saturday

Date: 3/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

Project ID: 24-260054-007

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

City: Manassas

PEAK HOURS

Day: Saturday

Date: 3/16/2024

NOON

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - HT

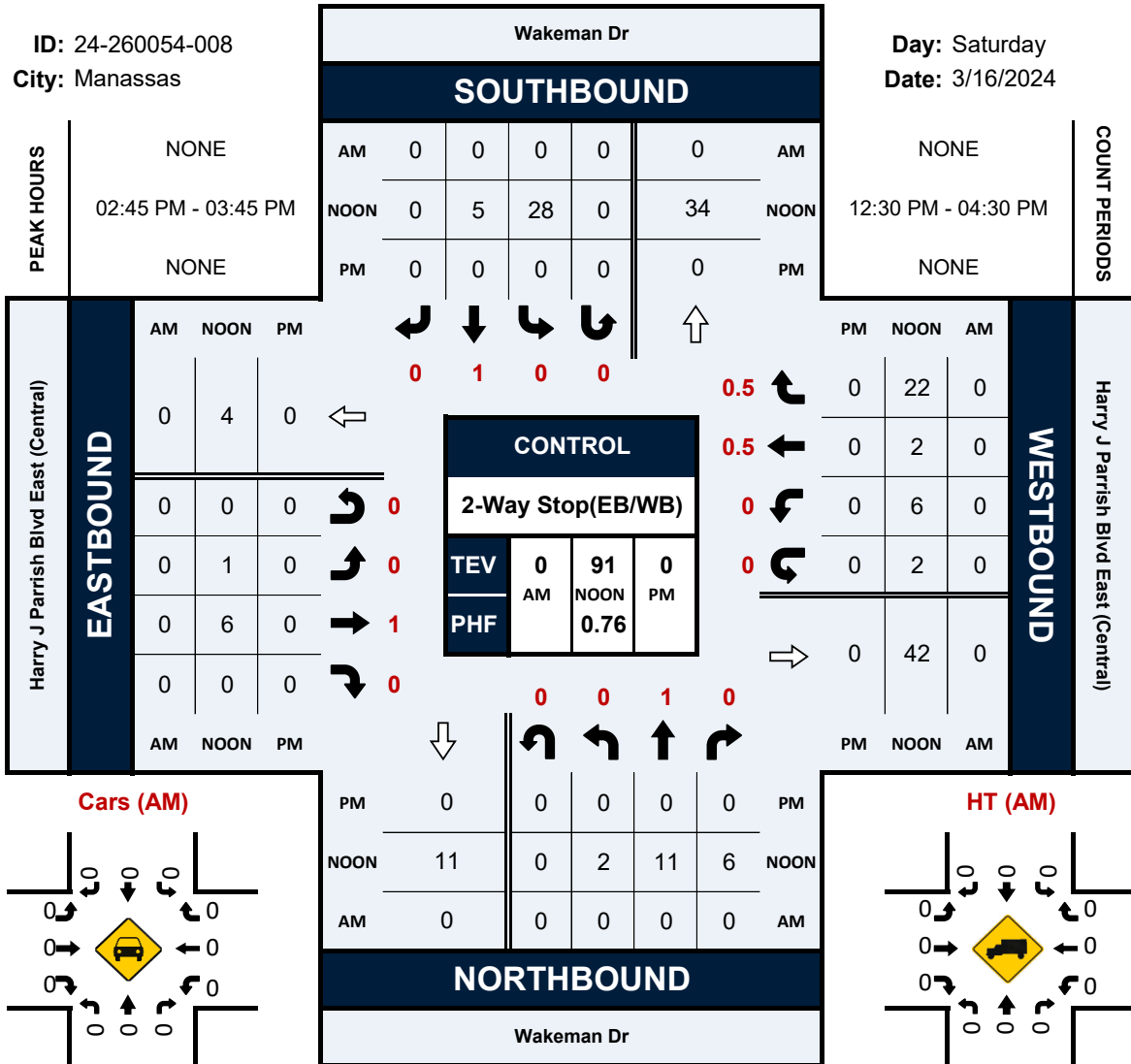
| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd East (Central) | | | | TOTAL | | | | |
|-------------------------|---------------------|-------|---------|-------|------------|-------|-------|-------|-------------------------------------|-------|-------|-------|--------------|-----------|---------|-------|----|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

Wakeman Dr & Harry J Parrish Blvd East (Central)

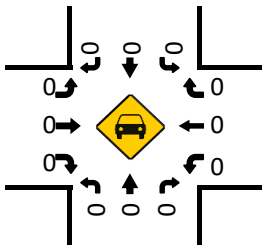
Peak Hour Turning Movement Count

ID: 24-260054-008
City: Manassas

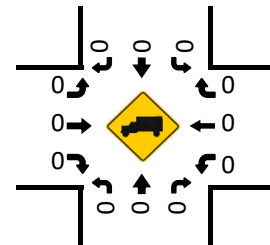
Day: Saturday
Date: 3/16/2024



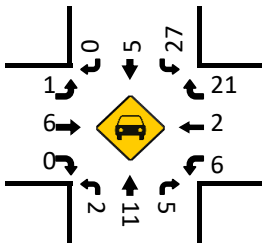
Cars (AM)



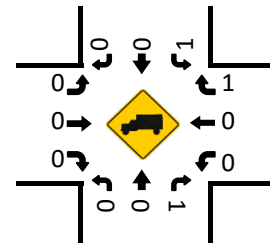
HT (AM)



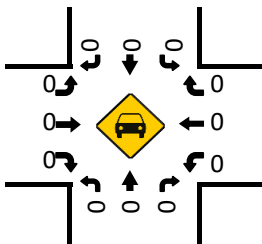
Cars (NOON)



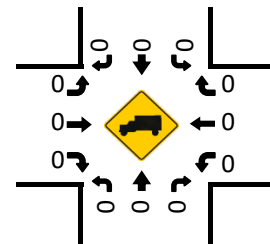
HT (NOON)



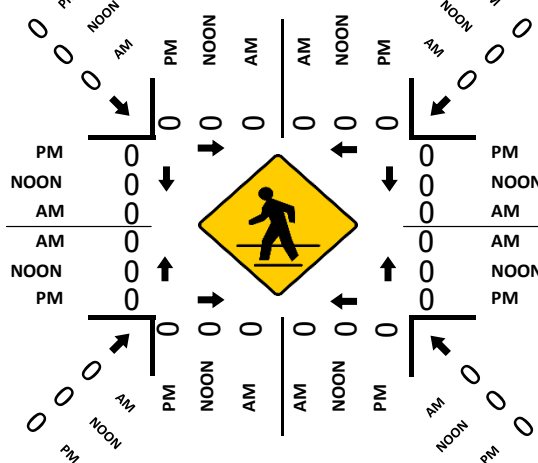
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

Project ID: 24-260054-008

Location: Wakeman Dr & Harry J Parrish Blvd East (Central)

City: Manassas

Day: Saturday

Date: 3/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

Project ID: 24-260054-008

Location: Wakeman Dr & Harry J Parrish Blvd East (Central)

City: Manassas

PEAK HOURS

Day: Saturday

Date: 3/16/2024

NOON

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Bikes

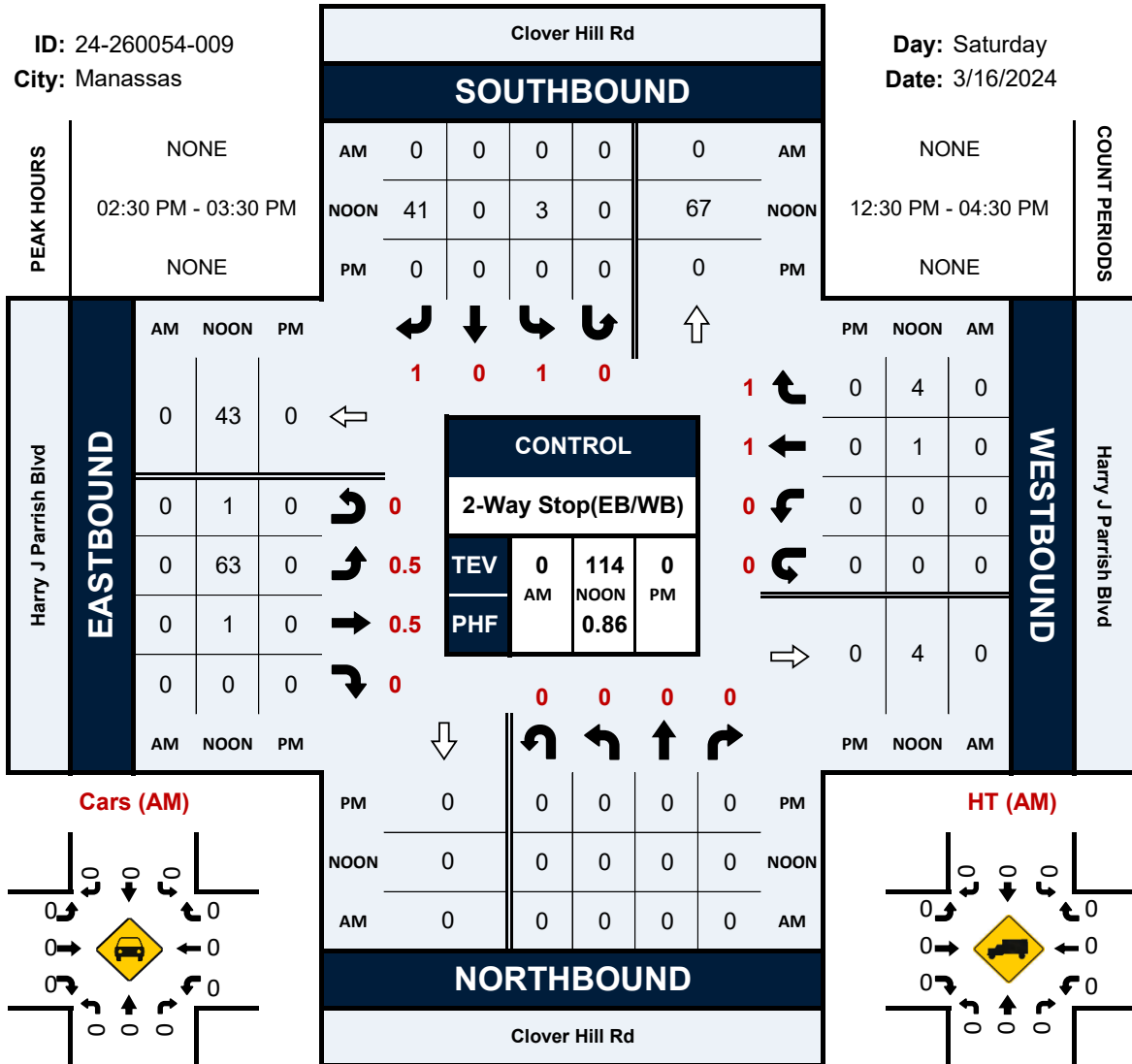
| NS/EW Streets: | Clover Hill Rd | | | | Clover Hill Rd | | | | Harry J Parrish Blvd | | | | TOTAL | | | | |
|-------------------------|---------------------|-------|-------|-------|----------------|-------|---------|-------|----------------------|-------|-------|-------|--------------|-----------|-------|-------|----|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

Clover Hill Rd & Harry J Parrish Blvd

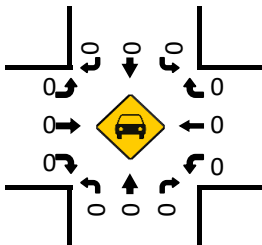
Peak Hour Turning Movement Count

ID: 24-260054-009
City: Manassas

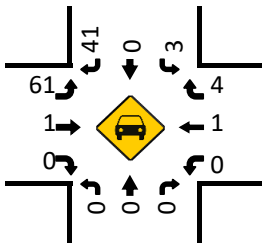
Day: Saturday
Date: 3/16/2024



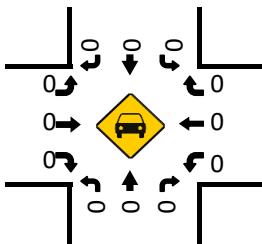
Cars (AM)



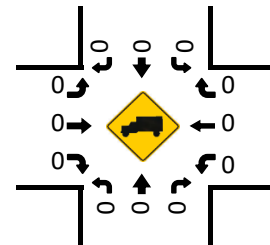
Cars (NOON)



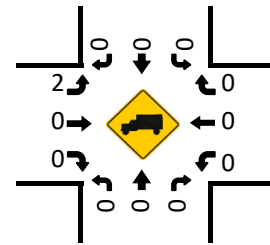
Cars (PM)



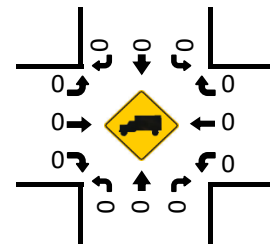
HT (AM)



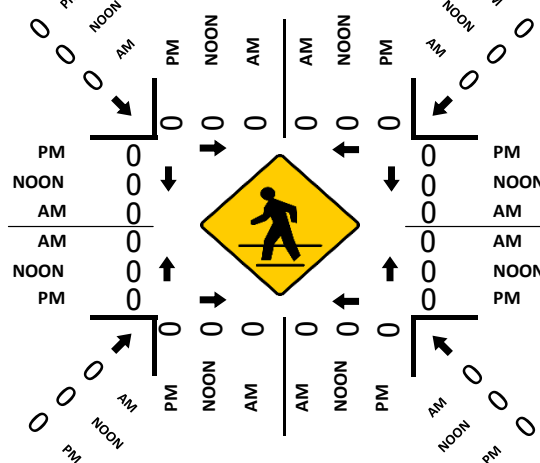
HT (NOON)



HT (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

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

Day: Saturday
 Date: 3/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Saturday
 Date: 3/16/2024

NOON

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - HT

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Bikes

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Pedestrians (Crosswalks)

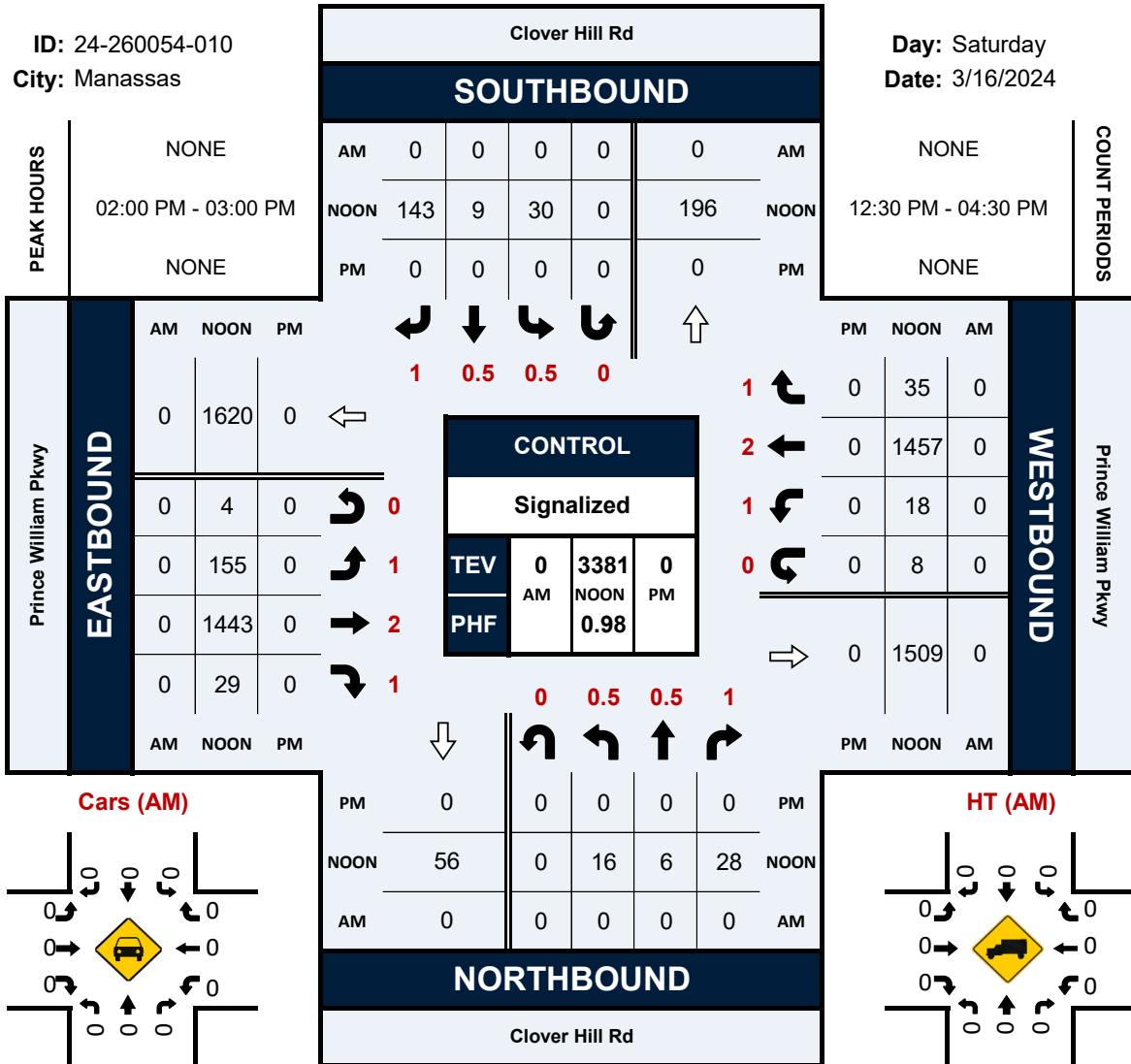
| NS/EW Streets: | Clover Hill Rd | | Clover Hill Rd | | Prince William Pkwy | | Prince William Pkwy | | |
|-------------------------|---------------------|----|----------------|----|---------------------|-------|---------------------|----|-------|
| NOON | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST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

Clover Hill Rd & Prince William Pkwy

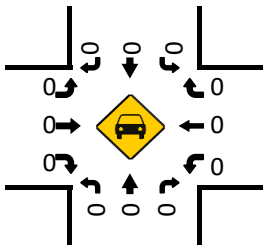
Peak Hour Turning Movement Count

ID: 24-260054-010
City: Manassas

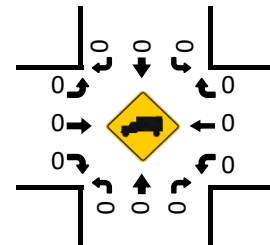
Day: Saturday
Date: 3/16/2024



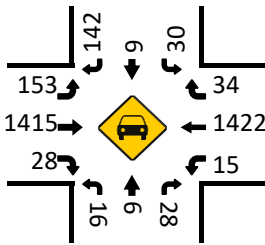
Cars (AM)



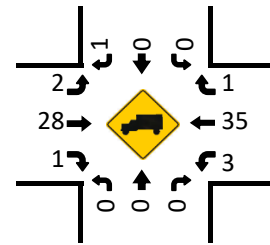
HT (AM)



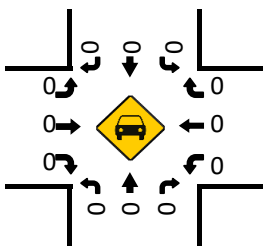
Cars (NOON)



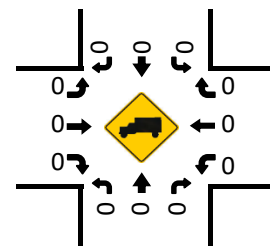
HT (NOON)



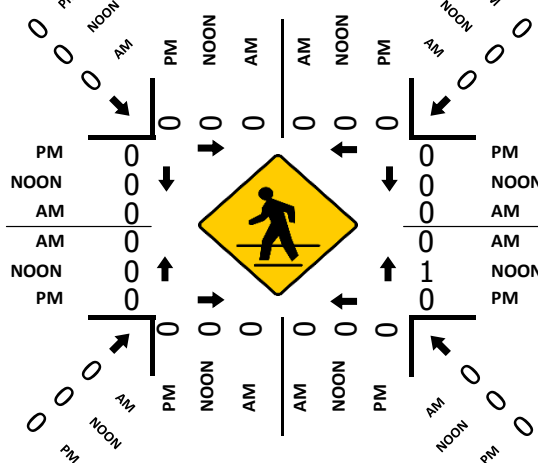
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

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

Day: Saturday
 Date: 3/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Saturday
 Date: 3/16/2024

NOON

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Total

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - Cars

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Data - HT

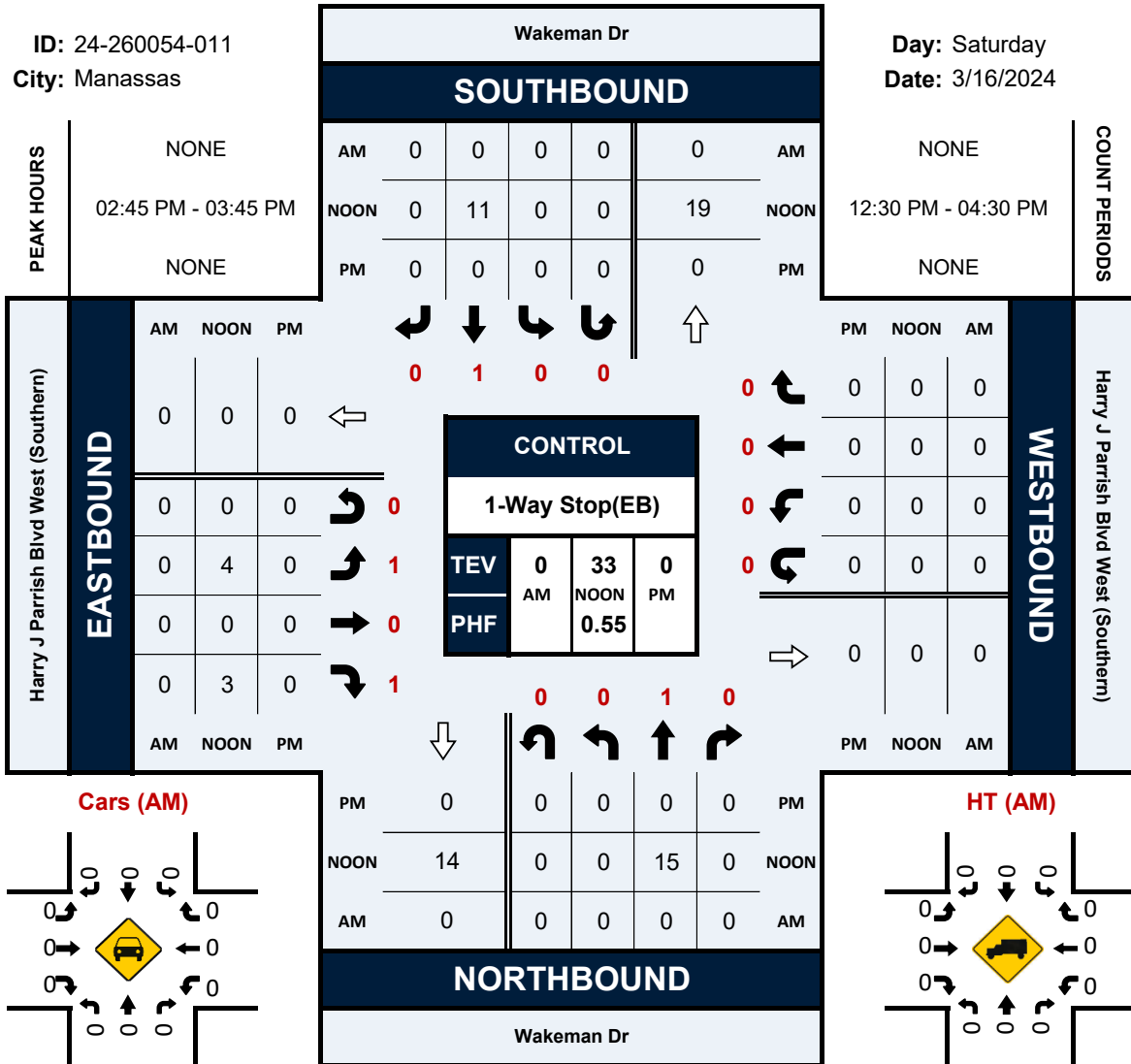
| NS/EW Streets: | Wakeman Dr | | | | Wakeman Dr | | | | Harry J Parrish Blvd West (Southern) | | | | TOTAL | | | | |
|-------------------------|---------------------|---------|-------|-------|------------|-------|-------|-------|--------------------------------------|-------|-------|-------|-------|-----------|-------|-------|-------|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

Wakeman Dr & Harry J Parrish Blvd West (Southern)

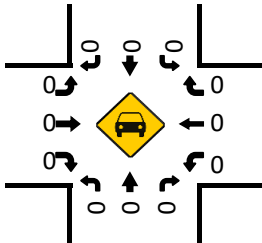
Peak Hour Turning Movement Count

ID: 24-260054-011
City: Manassas

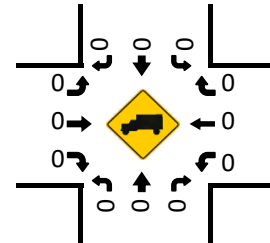
Day: Saturday
Date: 3/16/2024



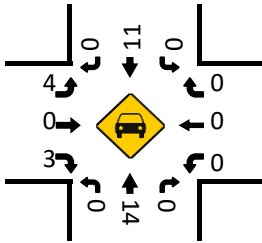
Cars (AM)



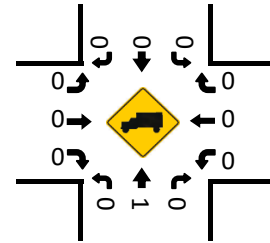
HT (AM)



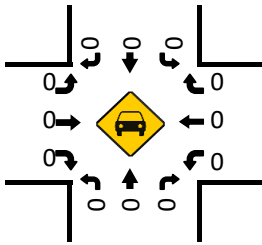
Cars (NOON)



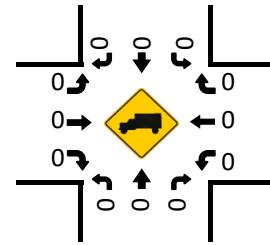
HT (NOON)



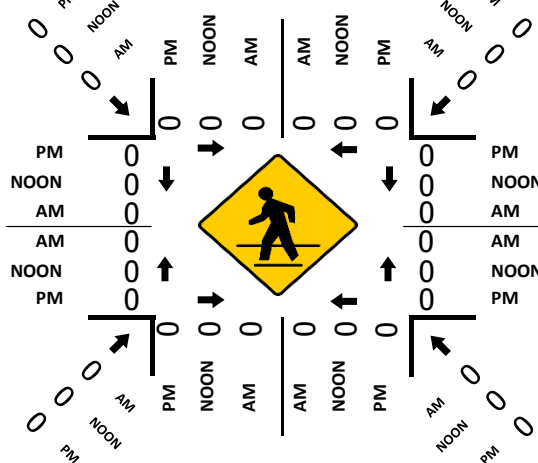
Cars (PM)



HT (PM)



Pedestrians (Crosswalks)



Prepared by National Data & Surveying Services

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

Day: Saturday
 Date: 3/16/2024

Groups Printed - Cars, PU, Vans - Heavy Trucks

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

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

PEAK HOURS

Day: Saturday
 Date: 3/16/2024

NOON

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