

APPENDIX A

Base Year Calibration Technical Memorandum and Turning Movement Counts

To: Scott Thomson
KYTC Division of Planning
File: Lone Oak Road (US 45) Reversible
Lanes Feasibility Study

From: Mark Butler, AICP
Stantec
Date: March 25, 2020

Reference: Lone Oak Road Simulation Model Calibration Memorandum

Introduction

As a part of the Lone Oak (US 45) Reversible Lanes Feasibility Study, Stantec has developed a traffic simulation model depicting existing peak hour conditions using Caliper's TransModeler (version 5) simulation package. **Figure 1** presents the simulation model study area, which includes the study corridor along Lone Oak Road from just south of Clinton Road (KY 339) to the intersection with Jackson Street (US 62).



Figure 1: Lone Oak Road Simulation Model Study Area

Site Visit

A site visit was performed for the Lone Oak Road model on December 11th and 12th, 2019. During the site visit, spot counts were taken at the major driveways and queues were noted at the signalized intersections. Since there are too many access points on the commercial portion of Lone Oak Road (south of I-24) to include in the model, only the driveways with activity during the peak hours were counted and included in the model. These spot counts, along with the turning movement counts, were used to develop the trip matrices. The observed queues were compared to model queues during the calibration process.

Model Development

Once the network was created, roadway names and classifications were added to the link layer based on KYTC's HIS data. Signal timing plans, provided by KYTC District 1, were then added to the 12 signalized intersections for the AM and PM peak periods. Turning movement files were created based on turning movement counts at the following locations (as shown on Figure 1):

- | | |
|--|---|
| 1) Lone Oak Road (US 45) at Clinton Road (KY 339) | 7) Lone Oak Road (US 45) at I-24 northbound ramp |
| 2) Lone Oak Road (US 45) at Lovelaceville Road (KY 1322) | 8) Lone Oak Road (US 45) at Kennedy Road |
| 3) Lone Oak Road (US 45) at Friendship Road (KY 1286) | 9) Lone Oak Road (US 45) at Highland Boulevard |
| 4) Lone Oak Road (US 45) at Lakeview Drive | 10) Lone Oak Road (US 45) at Berger Road (KY 1310) |
| 5) Lone Oak Road (US 45) at Bleich Road | 11) Lone Oak Road (US 45) at Parkview Drive |
| 6) Lone Oak Road (US 45) at I-24 southbound ramp | 12) Lone Oak Road (US 45) at Jackson Street (US 62) |

Additional counts were taken by KYTC District 1 at the following unsignalized intersections and driveways:

- | | |
|--------------------------------------|--|
| • Goad Drive/KY 6041 | • Temple Israel Cemetery |
| • Brett Chase Road/Cave Thomas Drive | • Kenton Street |
| • Concord Avenue | • Carson Street |
| • Lansing Avenue | • Mohawk Drive |
| • Charleston Avenue | • Iroquois Drive |
| • John E. Robinson Avenue | • Martin Circle |
| • Austin Street | • Nolan Drive |
| • Augusta Avenue | • Whitehaven Rest Area |
| • Maryland Street | • Birch Street/Mercy Health |
| • Banks Market | • Medical Center Drive/Sycamore Street |
| • Plantation Drive | • Hickory Street |
| • Glenn Street | • Oak Street |

- Walnut Street
- Chestnut Street
- Plum Street
- Goodman Street/Hannan Plaza

Five- to ten-minute spot counts were also taken by Stantec to determine usage of driveways along Lone Oak Road. These counts were used to derive estimated hourly demand at the following locations:

- Huck's Food and Fuel
- Dollar General
- Wendy's
- Superway
- CVS
- Family Dollar
- Marathon Gas
- McDonald's

Mainline KYTC hourly counts were obtained for the following locations:

- Station 073A31 (February 2018, US 45 Milepoint 8.800)
- Station 073C07 (April 2019, US 45 Milepoint 6.900)
- Station 073C49 (April 2019, US 45 Milepoint 7.700)
- Station 073C94 (April 2019, US 45 Milepoint 6.500)

Base Model Review Meeting

A modeling status meeting was held at the Stantec office in Lexington, KY on January 28, 2020 at 12:30 p.m. EST. The following individuals were in attendance:

Jay Balaji – Central Office Planning
 Jacob Huber – Central Office Planning
 Connor Schurman – Central Office Planning
 David Souleyrette – Central Office Planning
 Scott Thomson – Central Office Planning

Brian Aldridge – Stantec
 Mark Butler – Stantec
 Dan O'Dea – Stantec
 Graham Winchester – Stantec

The purpose of the meeting was to update the project team on progress to date for the Lone Oak Road simulation model and other ongoing efforts related to modeling. Among the topics discussed were MioVision speed and travel time data and simulation model parameters. The MioVision data collected along the study portion of Lone Oak Road were used to calibrate the model as discussed in later sections of this document. The simulation model parameters from KYTC's recent project, *Standardizing Microsimulations for Local Conditions: Case Study in Developing Kentucky Statewide Guidelines* including vehicle classification, time headway, acceleration and deceleration rates, stopped gaps, run-yellow thresholds, and speeds are discussed in later sections.

Model Trip Tables

Trip tables for the AM and PM peak hours were developed using a 68 x 68 matrix with rows and columns representing each of the external nodes in the network.

The turning movement counts were used as inputs for TransModeler's origin-destination matrix estimation procedure to develop trip tables for the AM and PM peak hours. Turn movement counts, which were collected in 15-minute intervals, were analyzed to develop the time distribution curve of traffic in the trip tables. **Table 1** and **Table 2** present the time distribution of traffic for the AM and PM peaks.

Table 1: Time Distribution for AM Peak

| Time | % of Total |
|------|------------|
| 7:00 | 21.6% |
| 7:15 | 25.2% |
| 7:30 | 27.1% |
| 7:45 | 26.1% |

Table 2: Time Distribution for PM Peak

| Time | % of Total |
|------|------------|
| 4:30 | 24.5% |
| 4:45 | 25.5% |
| 5:00 | 25.5% |
| 5:15 | 24.5% |

In lieu of using a generic preload, warmup matrices were developed to ensure appropriate travel times at the beginning of each peak period. An analysis of turning movement counts found that the 30-minute period prior to the AM peak includes 35.7 percent of the peak hour traffic. Similarly, the 30-minute period prior to the PM peak includes 46.9 percent. The AM and PM matrices were factored by these percentages to create the model's warmup matrices.

Truck Percentages

Since turning movement counts at the signalized intersections were classified into three categories (auto, bus, truck), the split between single-unit (SU) and multi-unit (MU) trucks could not be determined from those counts. However, a comparison of truck percentages at KYTC count stations along the study portion of Lone Oak Road (US 45) indicates that 50 percent of trucks on the corridor are SU and 50 percent are MU. As a result, the estimated truck matrix was evenly divided into SU and MU matrices.

Vehicle Class Parameters

The vehicle fleet was updated to better reflect Kentucky averages, which tend to have a higher percentage of pickups and SUVs. Since single-unit and multi-unit trucks were represented in separate matrices, the vehicle fleet mix was solely for autos. **Figure 2** presents a comparison of vehicle fleet mixes for the Lone Oak Road simulation model, Caliper defaults, and Kentucky averages. The vehicle fleet mix for this project is as follows:

- Car Low MPR (High performance passenger cars) – 6.0%
- Car Mid MPR (Middle performance passenger cars) – 21.0%
- Car High MPR (Low performance passenger cars) – 15.0%
- Pickup/SUV – 54.0%
- Bus – 3.0%
- Motorcycle – 1.0%

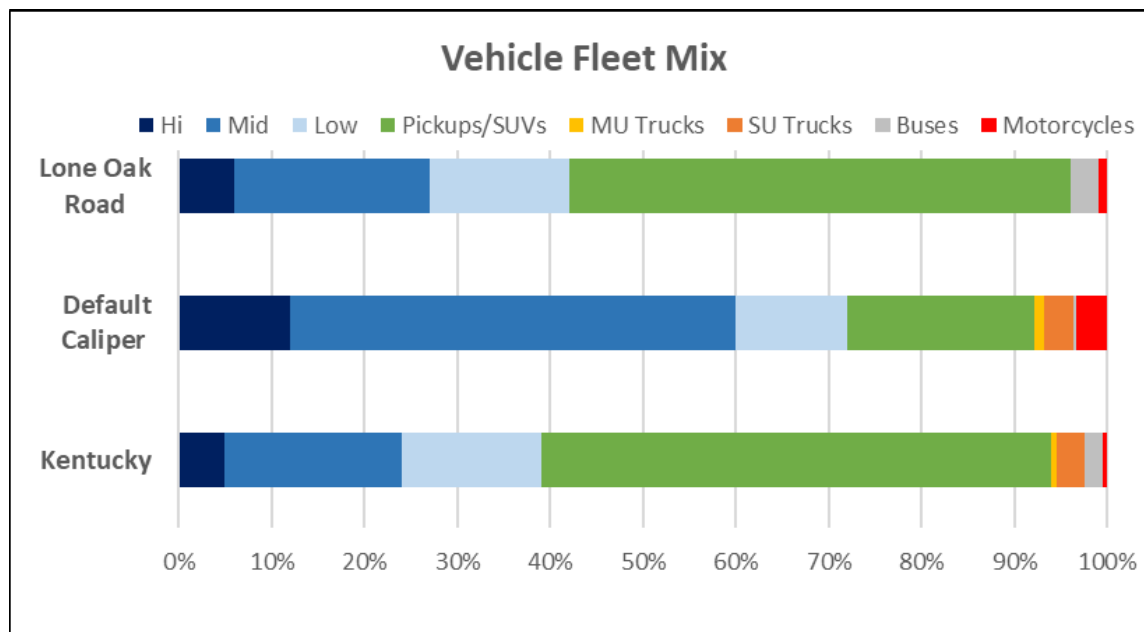


Figure 2: Lone Oak Road Vehicle Fleet Mix

Time Headway

Time headway is the gap (seconds) that vehicles maintain between themselves and the vehicle in front of them. Different drivers will tolerate proximity to a leading vehicle within varying degrees. Default Caliper values assume an even distribution of headway among drivers. This distribution was updated to better reflect existing conditions along Lone Oak Road as shown in **Table 3** below.

Table 3: Distribution of Time Headway

| Default Percentage of drivers | Updated Percentage of Drivers | Streets (sec) | Freeways (sec) |
|-------------------------------|-------------------------------|---------------|----------------|
| 10% | 5% | 0.14 | 0.00 |
| 10% | 5% | 0.20 | 0.20 |
| 10% | 5% | 0.23 | 0.30 |
| 10% | 5% | 0.26 | 0.40 |
| 10% | 5% | 0.29 | 0.50 |
| 10% | 5% | 0.31 | 0.60 |
| 10% | 10% | 0.34 | 0.70 |
| 10% | 20% | 0.37 | 0.70 |
| 10% | 20% | 0.40 | 0.90 |
| 10% | 20% | 0.46 | 0.10 |

Acceleration/Deceleration

A vehicle's ability to accelerate and decelerate can be affected by several variables including grade, pavement type, weather, speed, power, and weight. Caliper differentiates between different states of vehicle movement to determine rates of acceleration and deceleration. To better reflect existing conditions at intersections along Lone Oak Road, the mean and upper bound from stopped states were updated as shown in **Table 4** below:

Table 4: Acceleration/Deceleration Step Values

| State | Default Mean | Updated Mean | Std. Dev | Lower | Default Upper | Updated Upper |
|----------------|--------------|--------------|----------|-------|---------------|---------------|
| Stopped | 1.0 | 1.5 | 0.5 | 1.0 | 2.0 | 2.5 |
| Decelerating | 0.5 | 0.5 | 0.0 | 0.5 | 0.5 | 0.5 |
| Cruising | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 1.0 |
| Accelerating | 1.0 | 1.0 | 0.0 | 1.0 | 1.0 | 1.0 |
| Changing Lanes | 0.5 | 0.5 | 0.0 | 0.5 | 0.5 | 0.5 |

Stopped Gaps

When a vehicle comes to a stop, the spacing between vehicles can have a significant impact on queue length and capacity. Stopped gaps in Kentucky average 9.47 feet in urban areas and 11.7 feet in rural areas. Caliper's default parameters do not differentiate between urban and rural areas, instead differentiating between stopping behind a non-heavy vehicle and stopping behind a heavy vehicle. The default Caliper values are shown in **Table 5** below.

Table 5: Gaps Between Stopped Vehicles

| Scenario | Default Mean (ft) | Updated Mean (ft) | St. Dev (ft) |
|----------------------------|-------------------|-------------------|--------------|
| Non-heavy vehicle in front | 8.0 | 9.3 | 4.0 |
| Heavy vehicle in front | 12.0 | 12.0 | 4.0 |

To better reflect conditions in an urban Kentucky study area, the mean stopped gap with a non-heavy vehicle in front was raised to 9.3 feet.

Run Yellow Threshold

At signalized intersections, the run yellow threshold determines whether a vehicle will enter the intersection during a yellow traffic signal indication. If the expected travel time is less than the threshold, the vehicle will proceed through the intersection. Otherwise, it will decelerate and stop at the stop bar. The Caliper default run yellow threshold is 1.5 seconds. This value was reduced to 1.0 seconds to better reflect driving behavior in Kentucky.

Speed

There are a variety of parameters used by a simulation model that affect the vehicle speeds including maximum speed as a function of mass-to-power ratio and road grade, speed as a function of its current lane, speed as a function of driver comfort, and turning speed. Default Caliper values were used for speeds of most simulation model roads based on road classification.

The study portion of Lone Oak Road is classified as a major arterial with a speed limit of 45 miles per hour (mph) and a free flow speed of 50 mph. Since the Lone Oak Road simulation model depicts peak hour conditions, the free flow speed on Lone Oak Road was reduced to 35 mph in order to better replicate observed conditions. A comparison of model speeds to actual speeds can be found in the Calibration section below. In addition to the reduction of speed on Lone Oak Road, speeds were also reduced on several I-24 ramps to accurately depict peak hour queues.

Calibration

The criteria used to confirm that the simulation model has been sufficiently calibrated were taken from the Federal Highway Administration's (FHWA) *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software, July 2004 (FHWA Publication No. FHWA-HRT-04-040)*. The specific criteria, which were originally developed by the Wisconsin Department of Transportation, are found in Table 4 on page 64 of that document. The criteria consist of three general metrics: 1) visual audits, 2) traffic flow, and 3) travel speeds. Traffic flow and travel speeds are quantifiable based on observed data and the model output while the guidance says that visual audits are to be conducted to the "analyst's satisfaction."

Visual audits were performed throughout the calibration process. At the beginning of the process, areas with congestion were specifically targeted to ensure that these areas reflected existing traffic conditions.

Intersections were checked to ensure that the turning movement and link-based counts were accurate. Once errors in data and the model geography were resolved, areas where the traffic was inconsistent with expected volumes were reexamined. In rare cases where necessary for low volume external nodes, minor adjustments were made to trip tables to reflect professional judgement of expected minimal traffic levels from those locations. An iterative process of incremental adjustments made in isolation was used to ensure the overall balance of the model was maintained.

To compare traffic flows, link-based trip volumes for the five runs were averaged and compiled for each direction of each link and compared to actual traffic counts on the segments. Several statistical measures were used to measure model assignment volumes to matched observed counts. The most important of these measures is percent root-mean-square error (RMSE) with a target threshold of 20 percent or lower to confirm the model was sufficiently calibrated for assigned volumes. **Table 6** presents the calibration statistics for both the AM and PM models.

Table 6: Volume Calibration Statistics

| Total Volume to Count: | AM Peak | PM Peak |
|---|---------|---------|
| Target: within 5% of count | | |
| Sum of assignment | 64,489 | 71,366 |
| Sum of counts | 63,074 | 70,798 |
| Sum assign/counts (within 5%) | 2.24% | 0.8% |
| Links with <700 vehicle count | 123 | 114 |
| Link assignments within 100 vehicles of count | 122 | 114 |
| Target: within 85% of links | 99% | 100% |
| Links between 700 and 2700 count | 36 | 50 |
| Link assignments within 20% of count | 36 | 50 |
| Target: within 85% of links | 100% | 100% |
| Percent Root Mean Square Error | | |
| Target: < 20.00% | 9.13% | 7.86% |

Average vehicle speeds are reported for each network segment for both the AB and BA directions. The model speeds were compared to actual recorded speeds in the study area. Locations with the highest speed differentials were looked at first. The first step in calibrating the speeds was to ensure that the default road classification speed limit and actual speed limit were the same. Locations with posted speed limits that did not match up with the default road classification speed limit were corrected. Other locations with high speed differentials were corrected in the process above. **Table 7** presents the comparison of speed.

Table 7: Model Speed Comparisons

| Location | Direction | AM Peak Hour | | | PM Peak Hour | | |
|-----------------------------|-----------|-------------------|--------------------|-------|-------------------|--------------------|-------|
| | | Model Speed (mph) | Actual Speed (mph) | Delta | Model Speed (mph) | Actual Speed (mph) | Delta |
| Lone Oak Rd. (S of I-24) | NB | 30.7 | 28.4 | 2.3 | 25.0 | 25.8 | 0.8 |
| | SB | 26.9 | 28.4 | 1.5 | 21.0 | 24.2 | 3.2 |
| Lone Oak Rd. (I-24) | NB | 25.7 | 20.6 | 5.1 | 23.5 | 16.3 | 7.2 |
| | SB | 20.6 | 23.7 | 3.1 | 14.8 | 20.3 | 5.5 |
| Lone Oak Rd. (N of I-24) | NB | 22.4 | 26.2 | 3.8 | 28.9 | 25.7 | 3.2 |
| | SB | 31.7 | 27.1 | 4.6 | 21.0 | 23.6 | 2.6 |

Average travel times are reported for each network segment for both the AB and BA directions. The model travel times were compared to actual recorded travel times in the study area. Locations with the highest differentials were looked at first. The first step in calibrating the travel

times was to check the signal timing plans and road classification speed limits. **Table 8** presents the comparison of travel times.

Table 8: Travel Time Comparisons

| Location | Direction | AM Peak Hour | | | PM Peak Hour | | |
|--|-----------|-------------------------|--------------------------|-------|-------------------------|--------------------------|-------|
| | | Model Travel Time (min) | Actual Travel Time (min) | Delta | Model Travel Time (min) | Actual Travel Time (min) | Delta |
| Lone Oak Rd. (Clinton Rd. to Friendship Road) | NB | 1.7 | 1.7 | 0.0 | 1.7 | 1.5 | 0.2 |
| | SB | 1.1 | 1.5 | 0.4 | 1.5 | 1.5 | 0.0 |
| Lone Oak Rd. (Friendship Rd. to I-24) | NB | 3.6 | 4.0 | 0.4 | 3.2 | 3.8 | 0.6 |
| | SB | 2.3 | 2.8 | 0.5 | 3.6 | 3.5 | 0.1 |
| Lone Oak Rd. (I-24 to Jackson St.) | NB | 3.0 | 2.4 | 0.6 | 2.8 | 2.6 | 0.2 |
| | SB | 2.5 | 2.5 | 0.0 | 3.1 | 2.5 | 0.6 |

Next Steps

The next step is to develop 2030 traffic forecasts and a 2030 E+C network including the proposed realignment of Friendship Road. Traffic forecasts will also take into consideration the relocation of the Lone Oak Middle School to Bleich Road, which is expected to be open to students at the start of the 2021-22 school year. Students in the Lone Oak Intermediate School will move to the current middle school building and school district offices will move to the current intermediate school building, allowing more space at Reidland Intermediate School, where district offices are now located.

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Turning Movement Counts



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75 Degrees - Sunny
 Schools in Session

File Name : Lone_Oak_Road_at_Berger_Road_731427_12-04-2019
 Site Code : Site 6 - Wednesday
 Start Date : 12/4/2019
 Page No : 1

Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Lone Oak Road From North | | | | Berger Road From East | | | | Lone Oak Road From South | | | | Int. Total |
|--------------|--------------------------|------------|----------|------------|-----------------------|-----------|----------|------------|--------------------------|-----------|----------|-------------|-------------|
| | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 06:00 AM | 1 | 36 | 0 | 37 | 6 | 8 | 0 | 14 | 68 | 5 | 0 | 73 | 124 |
| 06:15 AM | 4 | 50 | 0 | 54 | 4 | 13 | 0 | 17 | 91 | 3 | 0 | 94 | 165 |
| 06:30 AM | 5 | 56 | 0 | 61 | 11 | 13 | 0 | 24 | 148 | 10 | 0 | 158 | 243 |
| 06:45 AM | 5 | 61 | 0 | 66 | 15 | 24 | 0 | 39 | 192 | 6 | 0 | 198 | 303 |
| Total | 15 | 203 | 0 | 218 | 36 | 58 | 0 | 94 | 499 | 24 | 0 | 523 | 835 |
| 07:00 AM | 9 | 86 | 0 | 95 | 22 | 18 | 0 | 40 | 187 | 14 | 0 | 201 | 336 |
| 07:15 AM | 15 | 103 | 0 | 118 | 18 | 35 | 0 | 53 | 222 | 13 | 0 | 235 | 406 |
| 07:30 AM | 11 | 104 | 0 | 115 | 14 | 20 | 0 | 34 | 251 | 16 | 0 | 267 | 416 |
| 07:45 AM | 17 | 97 | 0 | 114 | 18 | 26 | 0 | 44 | 294 | 9 | 0 | 303 | 461 |
| Total | 52 | 390 | 0 | 442 | 72 | 99 | 0 | 171 | 954 | 52 | 0 | 1006 | 1619 |
| 08:00 AM | 14 | 97 | 0 | 111 | 12 | 13 | 0 | 25 | 220 | 11 | 0 | 231 | 367 |
| 08:15 AM | 13 | 83 | 0 | 96 | 6 | 14 | 0 | 20 | 233 | 9 | 0 | 242 | 358 |
| 08:30 AM | 18 | 85 | 0 | 103 | 15 | 18 | 0 | 33 | 174 | 12 | 0 | 186 | 322 |
| 08:45 AM | 15 | 126 | 0 | 141 | 9 | 16 | 0 | 25 | 171 | 13 | 0 | 184 | 350 |
| Total | 60 | 391 | 0 | 451 | 42 | 61 | 0 | 103 | 798 | 45 | 0 | 843 | 1397 |
| 09:00 AM | 12 | 107 | 0 | 119 | 13 | 18 | 0 | 31 | 177 | 13 | 0 | 190 | 340 |
| 09:15 AM | 11 | 106 | 0 | 117 | 17 | 15 | 0 | 32 | 173 | 9 | 0 | 182 | 331 |
| 09:30 AM | 15 | 96 | 0 | 111 | 8 | 15 | 0 | 23 | 177 | 13 | 0 | 190 | 324 |
| 09:45 AM | 18 | 105 | 0 | 123 | 17 | 15 | 0 | 32 | 197 | 4 | 0 | 201 | 356 |
| Total | 56 | 414 | 0 | 470 | 55 | 63 | 0 | 118 | 724 | 39 | 0 | 763 | 1351 |
| 10:00 AM | 14 | 112 | 0 | 126 | 12 | 21 | 0 | 33 | 151 | 12 | 0 | 163 | 322 |
| 10:15 AM | 12 | 124 | 0 | 136 | 5 | 17 | 0 | 22 | 198 | 14 | 0 | 212 | 370 |
| 10:30 AM | 19 | 122 | 0 | 141 | 19 | 16 | 0 | 35 | 157 | 13 | 0 | 170 | 346 |
| 10:45 AM | 19 | 122 | 0 | 141 | 17 | 27 | 0 | 44 | 160 | 13 | 0 | 173 | 358 |
| Total | 64 | 480 | 0 | 544 | 53 | 81 | 0 | 134 | 666 | 52 | 0 | 718 | 1396 |
| 11:00 AM | 17 | 146 | 0 | 163 | 5 | 21 | 0 | 26 | 141 | 11 | 0 | 152 | 341 |
| 11:15 AM | 15 | 159 | 0 | 174 | 6 | 14 | 0 | 20 | 179 | 7 | 0 | 186 | 380 |
| 11:30 AM | 19 | 141 | 0 | 160 | 14 | 20 | 1 | 35 | 167 | 7 | 0 | 174 | 369 |
| 11:45 AM | 14 | 154 | 0 | 168 | 18 | 24 | 0 | 42 | 169 | 16 | 0 | 185 | 395 |
| Total | 65 | 600 | 0 | 665 | 43 | 79 | 1 | 123 | 656 | 41 | 0 | 697 | 1485 |
| 12:00 PM | 12 | 156 | 0 | 168 | 5 | 28 | 0 | 33 | 176 | 13 | 0 | 189 | 390 |
| 12:15 PM | 18 | 153 | 0 | 171 | 8 | 21 | 0 | 29 | 158 | 14 | 0 | 172 | 372 |
| 12:30 PM | 26 | 155 | 0 | 181 | 9 | 15 | 0 | 24 | 190 | 7 | 0 | 197 | 402 |
| 12:45 PM | 18 | 146 | 0 | 164 | 13 | 11 | 0 | 24 | 193 | 11 | 0 | 204 | 392 |
| Total | 74 | 610 | 0 | 684 | 35 | 75 | 0 | 110 | 717 | 45 | 0 | 762 | 1556 |
| 01:00 PM | 17 | 157 | 0 | 174 | 8 | 18 | 0 | 26 | 171 | 10 | 0 | 181 | 381 |
| 01:15 PM | 14 | 157 | 0 | 171 | 11 | 23 | 0 | 34 | 162 | 8 | 0 | 170 | 375 |
| 01:30 PM | 18 | 165 | 0 | 183 | 8 | 19 | 0 | 27 | 183 | 21 | 0 | 204 | 414 |
| 01:45 PM | 21 | 153 | 0 | 174 | 10 | 22 | 0 | 32 | 154 | 14 | 0 | 168 | 374 |
| Total | 70 | 632 | 0 | 702 | 37 | 82 | 0 | 119 | 670 | 53 | 0 | 723 | 1544 |
| 02:00 PM | 19 | 163 | 0 | 182 | 12 | 16 | 1 | 29 | 148 | 15 | 0 | 163 | 374 |
| 02:15 PM | 23 | 183 | 0 | 206 | 15 | 23 | 0 | 38 | 178 | 6 | 0 | 184 | 428 |
| 02:30 PM | 26 | 226 | 0 | 252 | 16 | 19 | 0 | 35 | 193 | 21 | 0 | 214 | 501 |
| 02:45 PM | 17 | 151 | 0 | 168 | 16 | 28 | 0 | 44 | 187 | 13 | 0 | 200 | 412 |
| Total | 85 | 723 | 0 | 808 | 59 | 86 | 1 | 146 | 706 | 55 | 0 | 761 | 1715 |



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File Name : Lone_Oak_Road_at_Berger_Road_731427_12-04-2019

Site Code : Site 6 - Wednesday

Start Date : 12/4/2019

Page No : 2

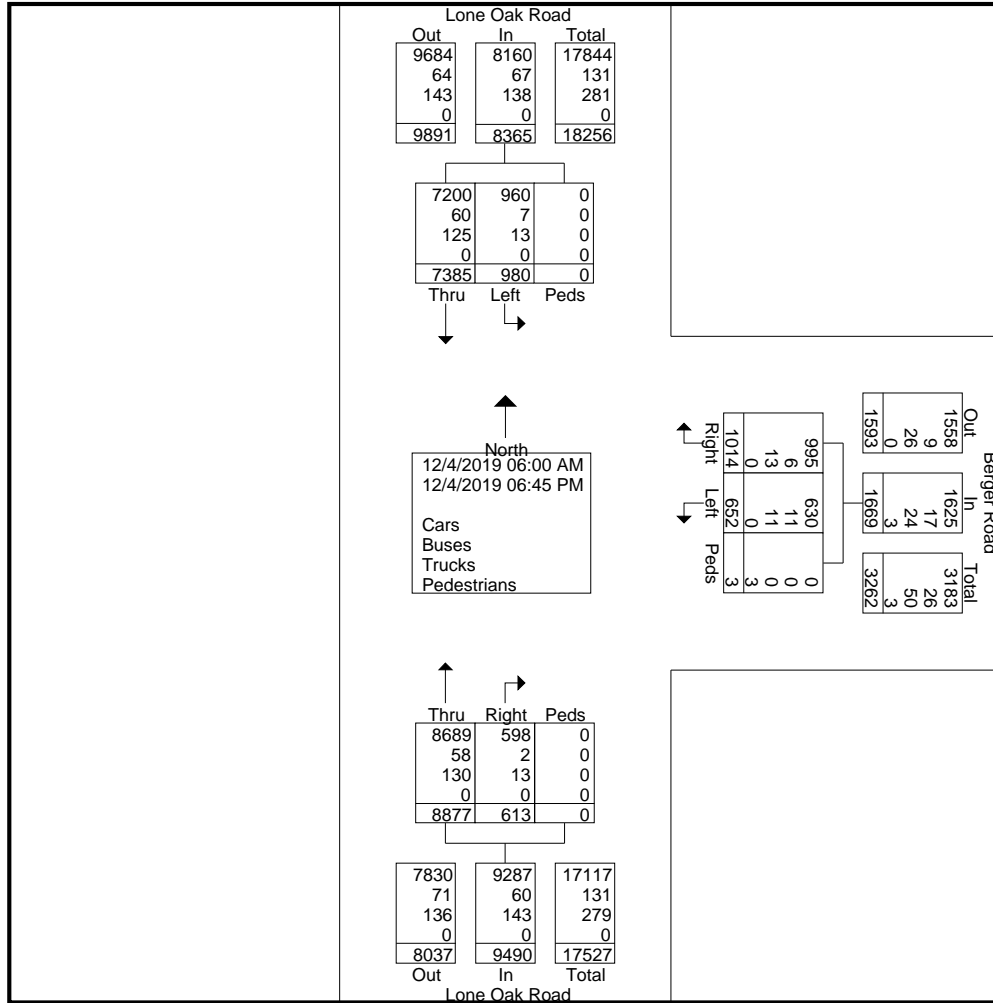
Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Lone Oak Road From North | | | | Berger Road From East | | | | Lone Oak Road From South | | | | Int. Total |
|---------------|-----------------------------|------|------|------------|--------------------------|-------|------|------------|-----------------------------|-------|------|------------|------------|
| | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 03:00 PM | 26 | 179 | 0 | 205 | 14 | 14 | 0 | 28 | 177 | 19 | 0 | 196 | 429 |
| 03:15 PM | 31 | 178 | 0 | 209 | 27 | 26 | 0 | 53 | 185 | 8 | 0 | 193 | 455 |
| 03:30 PM | 31 | 207 | 0 | 238 | 16 | 22 | 1 | 39 | 190 | 14 | 0 | 204 | 481 |
| 03:45 PM | 30 | 211 | 0 | 241 | 16 | 17 | 0 | 33 | 166 | 22 | 0 | 188 | 462 |
| Total | 118 | 775 | 0 | 893 | 73 | 79 | 1 | 153 | 718 | 63 | 0 | 781 | 1827 |
| 04:00 PM | 25 | 195 | 0 | 220 | 15 | 28 | 0 | 43 | 184 | 9 | 0 | 193 | 456 |
| 04:15 PM | 25 | 196 | 0 | 221 | 14 | 16 | 0 | 30 | 160 | 6 | 0 | 166 | 417 |
| 04:30 PM | 38 | 236 | 0 | 274 | 18 | 16 | 0 | 34 | 167 | 12 | 0 | 179 | 487 |
| 04:45 PM | 27 | 243 | 0 | 270 | 13 | 32 | 0 | 45 | 170 | 19 | 0 | 189 | 504 |
| Total | 115 | 870 | 0 | 985 | 60 | 92 | 0 | 152 | 681 | 46 | 0 | 727 | 1864 |
| 05:00 PM | 35 | 236 | 0 | 271 | 17 | 25 | 0 | 42 | 166 | 15 | 0 | 181 | 494 |
| 05:15 PM | 29 | 199 | 0 | 228 | 10 | 25 | 0 | 35 | 166 | 12 | 0 | 178 | 441 |
| 05:30 PM | 33 | 168 | 0 | 201 | 13 | 21 | 0 | 34 | 152 | 20 | 0 | 172 | 407 |
| 05:45 PM | 27 | 144 | 0 | 171 | 12 | 19 | 0 | 31 | 161 | 12 | 0 | 173 | 375 |
| Total | 124 | 747 | 0 | 871 | 52 | 90 | 0 | 142 | 645 | 59 | 0 | 704 | 1717 |
| 06:00 PM | 25 | 167 | 0 | 192 | 10 | 19 | 0 | 29 | 120 | 10 | 0 | 130 | 351 |
| 06:15 PM | 27 | 149 | 0 | 176 | 11 | 18 | 0 | 29 | 115 | 8 | 0 | 123 | 328 |
| 06:30 PM | 14 | 111 | 0 | 125 | 10 | 17 | 0 | 27 | 112 | 9 | 0 | 121 | 273 |
| 06:45 PM | 16 | 123 | 0 | 139 | 4 | 15 | 0 | 19 | 96 | 12 | 0 | 108 | 266 |
| Total | 82 | 550 | 0 | 632 | 35 | 69 | 0 | 104 | 443 | 39 | 0 | 482 | 1218 |
| Grand Total | 980 | 7385 | 0 | 8365 | 652 | 1014 | 3 | 1669 | 8877 | 613 | 0 | 9490 | 19524 |
| Apprch % | 11.7 | 88.3 | 0 | | 39.1 | 60.8 | 0.2 | | 93.5 | 6.5 | 0 | | |
| Total % | 5 | 37.8 | 0 | 42.8 | 3.3 | 5.2 | 0 | 8.5 | 45.5 | 3.1 | 0 | 48.6 | |
| Cars | 960 | 7200 | 0 | 8160 | 630 | 995 | 0 | 1625 | 8689 | 598 | 0 | 9287 | 19072 |
| % Cars | 98 | 97.5 | 0 | 97.5 | 96.6 | 98.1 | 0 | 97.4 | 97.9 | 97.6 | 0 | 97.9 | 97.7 |
| Buses | 7 | 60 | 0 | 67 | 11 | 6 | 0 | 17 | 58 | 2 | 0 | 60 | 144 |
| % Buses | 0.7 | 0.8 | 0 | 0.8 | 1.7 | 0.6 | 0 | 1 | 0.7 | 0.3 | 0 | 0.6 | 0.7 |
| Trucks | 13 | 125 | 0 | 138 | 11 | 13 | 0 | 24 | 130 | 13 | 0 | 143 | 305 |
| % Trucks | 1.3 | 1.7 | 0 | 1.6 | 1.7 | 1.3 | 0 | 1.4 | 1.5 | 2.1 | 0 | 1.5 | 1.6 |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 |
| % Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0.2 | 0 | 0 | 0 | 0 | 0 |



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 Start Date : 12/4/2019
 Page No : 3

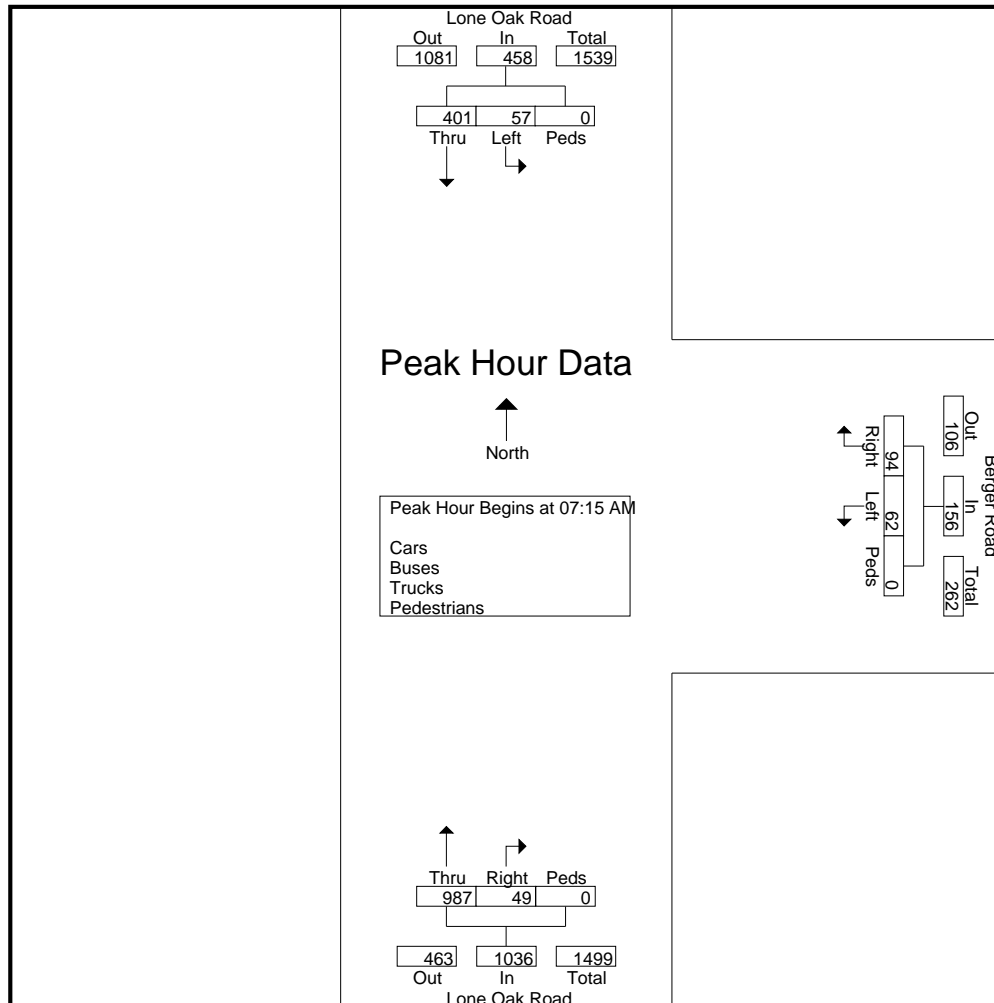




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"15 Years ... and still Counting"

File Name : Lone_Oak_Road_at_Berger_Road_731427_12-04-2019
 Site Code : Site 6 - Wednesday
 Start Date : 12/4/2019
 Page No : 4

| Start Time | Lone Oak Road From North | | | | Berger Road From East | | | | Lone Oak Road From South | | | | Int. Total |
|--|--------------------------|------|------|------------|-----------------------|-------|------|------------|--------------------------|-------|------|------------|------------|
| | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | |
| 07:15 AM | 15 | 103 | 0 | 118 | 18 | 35 | 0 | 53 | 222 | 13 | 0 | 235 | 406 |
| 07:30 AM | 11 | 104 | 0 | 115 | 14 | 20 | 0 | 34 | 251 | 16 | 0 | 267 | 416 |
| 07:45 AM | 17 | 97 | 0 | 114 | 18 | 26 | 0 | 44 | 294 | 9 | 0 | 303 | 461 |
| 08:00 AM | 14 | 97 | 0 | 111 | 12 | 13 | 0 | 25 | 220 | 11 | 0 | 231 | 367 |
| Total Volume | 57 | 401 | 0 | 458 | 62 | 94 | 0 | 156 | 987 | 49 | 0 | 1036 | 1650 |
| % App. Total | 12.4 | 87.6 | 0 | | 39.7 | 60.3 | 0 | | 95.3 | 4.7 | 0 | | |
| PHF | .838 | .964 | .000 | .970 | .861 | .671 | .000 | .736 | .839 | .766 | .000 | .855 | .895 |

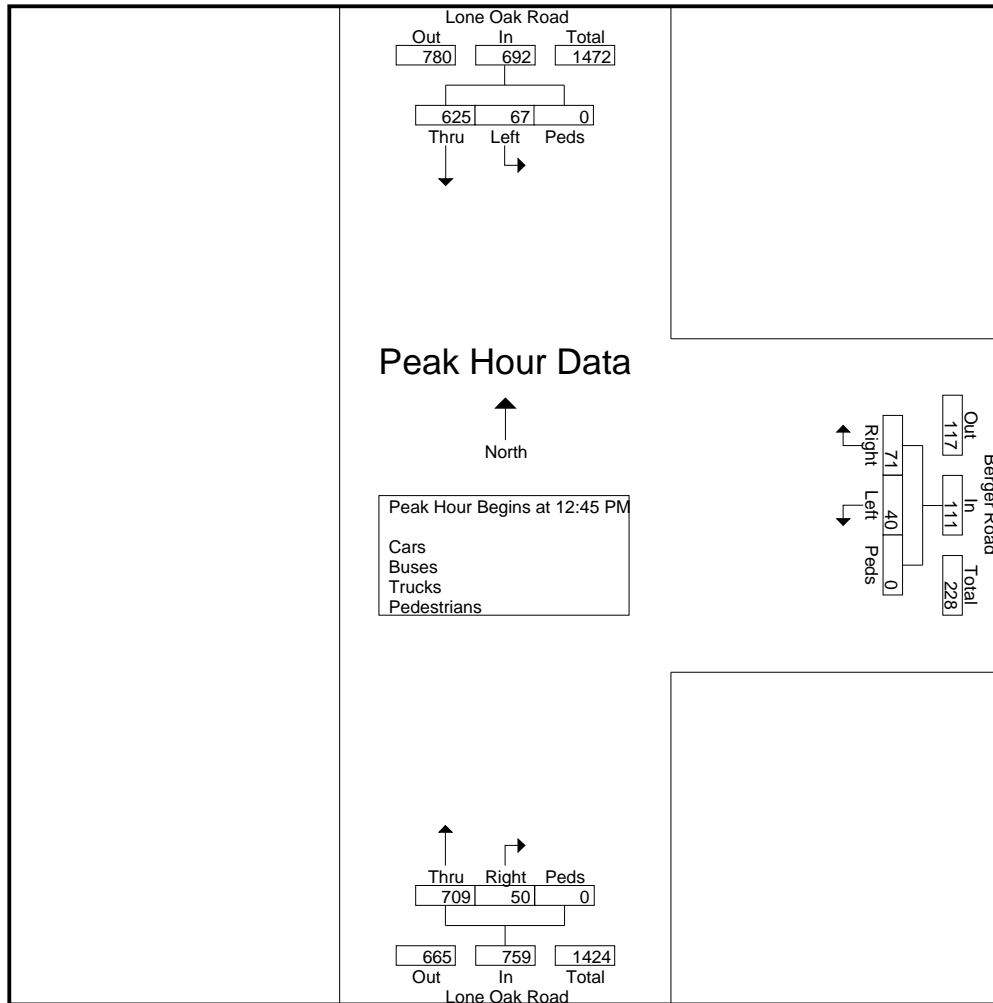




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File Name : Lone_Oak_Road_at_Berger_Road_731427_12-04-2019
 Site Code : Site 6 - Wednesday
 Start Date : 12/4/2019
 Page No : 5

| Start Time | Lone Oak Road From North | | | | Berger Road From East | | | | Lone Oak Road From South | | | | Int. Total |
|--|--------------------------|------|------|------------|-----------------------|-------|------|------------|--------------------------|-------|------|------------|------------|
| | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:45 PM | | | | | | | | | | | | | |
| 12:45 PM | 18 | 146 | 0 | 164 | 13 | 11 | 0 | 24 | 193 | 11 | 0 | 204 | 392 |
| 01:00 PM | 17 | 157 | 0 | 174 | 8 | 18 | 0 | 26 | 171 | 10 | 0 | 181 | 381 |
| 01:15 PM | 14 | 157 | 0 | 171 | 11 | 23 | 0 | 34 | 162 | 8 | 0 | 170 | 375 |
| 01:30 PM | 18 | 165 | 0 | 183 | 8 | 19 | 0 | 27 | 183 | 21 | 0 | 204 | 414 |
| Total Volume | 67 | 625 | 0 | 692 | 40 | 71 | 0 | 111 | 709 | 50 | 0 | 759 | 1562 |
| % App. Total | 9.7 | 90.3 | 0 | | 36 | 64 | 0 | | 93.4 | 6.6 | 0 | | |
| PHF | .931 | .947 | .000 | .945 | .769 | .772 | .000 | .816 | .918 | .595 | .000 | .930 | .943 |

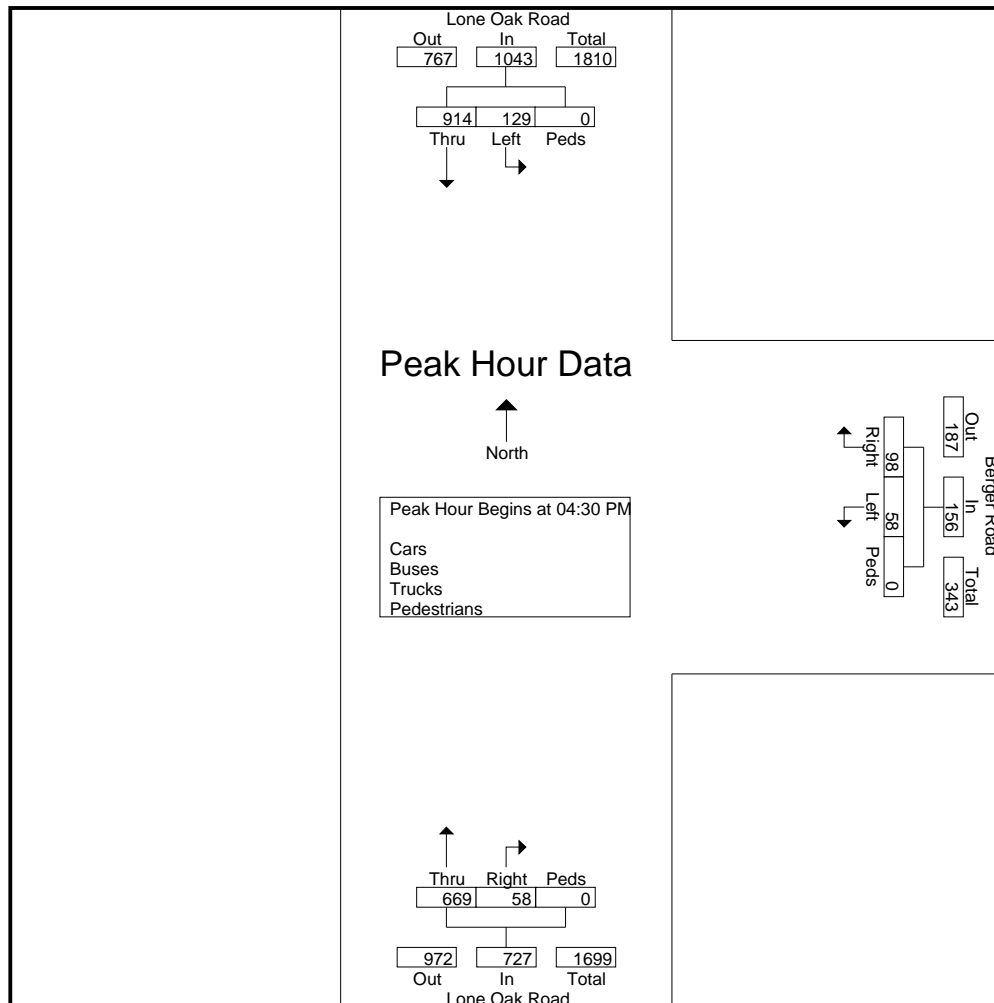




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File Name : Lone_Oak_Road_at_Berger_Road_731427_12-04-2019
 Site Code : Site 6 - Wednesday
 Start Date : 12/4/2019
 Page No : 6

| Start Time | Lone Oak Road From North | | | | Berger Road From East | | | | Lone Oak Road From South | | | | Int. Total |
|--|--------------------------|------|------|------------|-----------------------|-------|------|------------|--------------------------|-------|------|------------|------------|
| | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | |
| 04:30 PM | 38 | 236 | 0 | 274 | 18 | 16 | 0 | 34 | 167 | 12 | 0 | 179 | 487 |
| 04:45 PM | 27 | 243 | 0 | 270 | 13 | 32 | 0 | 45 | 170 | 19 | 0 | 189 | 504 |
| 05:00 PM | 35 | 236 | 0 | 271 | 17 | 25 | 0 | 42 | 166 | 15 | 0 | 181 | 494 |
| 05:15 PM | 29 | 199 | 0 | 228 | 10 | 25 | 0 | 35 | 166 | 12 | 0 | 178 | 441 |
| Total Volume | 129 | 914 | 0 | 1043 | 58 | 98 | 0 | 156 | 669 | 58 | 0 | 727 | 1926 |
| % App. Total | 12.4 | 87.6 | 0 | | 37.2 | 62.8 | 0 | | 92 | 8 | 0 | | |
| PHF | .849 | .940 | .000 | .952 | .806 | .766 | .000 | .867 | .984 | .763 | .000 | .962 | .955 |





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75 Degrees - Sunny
Schools in Session

File Name : Lone_Oak_Road_at_Bleich_Road_731429_12-04-2019
 Site Code : Site 8 - Wednesday
 Start Date : 12/4/2019
 Page No : 1

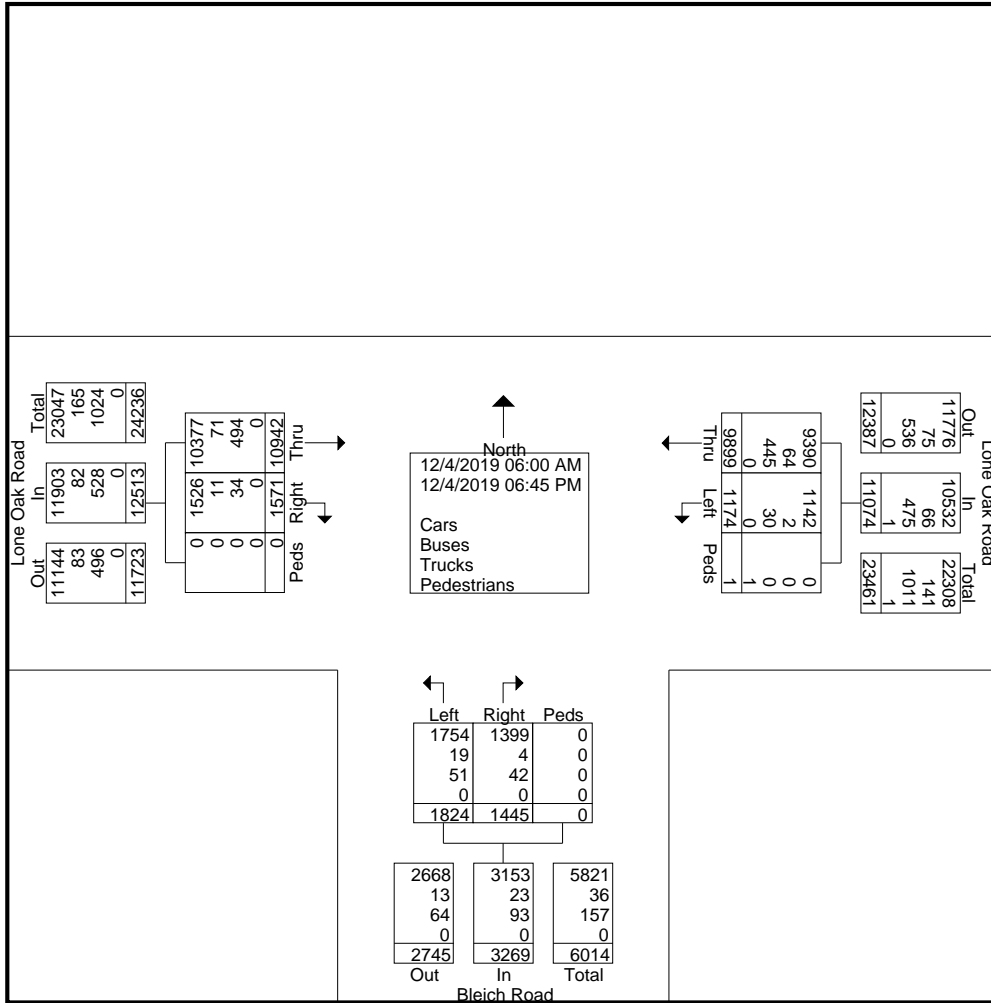
Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Lone Oak Road From East | | | | Bleich Road From South | | | | Lone Oak Road From West | | | | Int. Total |
|------------|-------------------------|------|------|------------|------------------------|-------|------|------------|-------------------------|-------|------|------------|------------|
| | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 06:00 AM | 4 | 54 | 0 | 58 | 8 | 8 | 0 | 16 | 127 | 17 | 0 | 144 | 218 |
| 06:15 AM | 8 | 84 | 0 | 92 | 12 | 11 | 0 | 23 | 177 | 10 | 0 | 187 | 302 |
| 06:30 AM | 6 | 89 | 0 | 95 | 12 | 22 | 0 | 34 | 235 | 29 | 0 | 264 | 393 |
| 06:45 AM | 11 | 160 | 0 | 171 | 46 | 29 | 0 | 75 | 259 | 41 | 0 | 300 | 546 |
| Total | 29 | 387 | 0 | 416 | 78 | 70 | 0 | 148 | 798 | 97 | 0 | 895 | 1459 |
| 07:00 AM | 11 | 170 | 0 | 181 | 26 | 27 | 0 | 53 | 259 | 46 | 0 | 305 | 539 |
| 07:15 AM | 20 | 150 | 0 | 170 | 36 | 45 | 0 | 81 | 292 | 69 | 0 | 361 | 612 |
| 07:30 AM | 17 | 164 | 0 | 181 | 39 | 37 | 0 | 76 | 354 | 47 | 0 | 401 | 658 |
| 07:45 AM | 34 | 165 | 0 | 199 | 32 | 38 | 0 | 70 | 293 | 41 | 0 | 334 | 603 |
| Total | 82 | 649 | 0 | 731 | 133 | 147 | 0 | 280 | 1198 | 203 | 0 | 1401 | 2412 |
| 08:00 AM | 34 | 125 | 0 | 159 | 28 | 31 | 0 | 59 | 255 | 44 | 0 | 299 | 517 |
| 08:15 AM | 20 | 134 | 0 | 154 | 28 | 56 | 0 | 84 | 232 | 47 | 0 | 279 | 517 |
| 08:30 AM | 13 | 142 | 0 | 155 | 24 | 28 | 0 | 52 | 191 | 30 | 0 | 221 | 428 |
| 08:45 AM | 12 | 169 | 0 | 181 | 31 | 21 | 0 | 52 | 217 | 18 | 0 | 235 | 468 |
| Total | 79 | 570 | 0 | 649 | 111 | 136 | 0 | 247 | 895 | 139 | 0 | 1034 | 1930 |
| 09:00 AM | 19 | 149 | 0 | 168 | 30 | 15 | 0 | 45 | 172 | 15 | 0 | 187 | 400 |
| 09:15 AM | 19 | 167 | 0 | 186 | 16 | 31 | 0 | 47 | 215 | 29 | 0 | 244 | 477 |
| 09:30 AM | 14 | 124 | 0 | 138 | 29 | 18 | 0 | 47 | 210 | 23 | 0 | 233 | 418 |
| 09:45 AM | 16 | 163 | 0 | 179 | 35 | 27 | 0 | 62 | 219 | 20 | 0 | 239 | 480 |
| Total | 68 | 603 | 0 | 671 | 110 | 91 | 0 | 201 | 816 | 87 | 0 | 903 | 1775 |
| 10:00 AM | 20 | 164 | 0 | 184 | 26 | 19 | 0 | 45 | 186 | 29 | 0 | 215 | 444 |
| 10:15 AM | 22 | 172 | 0 | 194 | 29 | 29 | 0 | 58 | 203 | 23 | 0 | 226 | 478 |
| 10:30 AM | 16 | 159 | 0 | 175 | 34 | 26 | 0 | 60 | 204 | 23 | 0 | 227 | 462 |
| 10:45 AM | 19 | 172 | 0 | 191 | 34 | 22 | 0 | 56 | 201 | 18 | 0 | 219 | 466 |
| Total | 77 | 667 | 0 | 744 | 123 | 96 | 0 | 219 | 794 | 93 | 0 | 887 | 1850 |
| 11:00 AM | 16 | 194 | 0 | 210 | 30 | 25 | 0 | 55 | 193 | 19 | 0 | 212 | 477 |
| 11:15 AM | 15 | 203 | 0 | 218 | 26 | 30 | 0 | 56 | 226 | 24 | 0 | 250 | 524 |
| 11:30 AM | 23 | 193 | 0 | 216 | 37 | 22 | 0 | 59 | 202 | 28 | 0 | 230 | 505 |
| 11:45 AM | 19 | 194 | 0 | 213 | 32 | 35 | 0 | 67 | 207 | 31 | 0 | 238 | 518 |
| Total | 73 | 784 | 0 | 857 | 125 | 112 | 0 | 237 | 828 | 102 | 0 | 930 | 2024 |
| 12:00 PM | 28 | 209 | 0 | 237 | 45 | 34 | 0 | 79 | 234 | 26 | 0 | 260 | 576 |
| 12:15 PM | 28 | 220 | 0 | 248 | 37 | 19 | 0 | 56 | 203 | 35 | 0 | 238 | 542 |
| 12:30 PM | 26 | 183 | 0 | 209 | 33 | 35 | 0 | 68 | 229 | 19 | 0 | 248 | 525 |
| 12:45 PM | 28 | 186 | 0 | 214 | 22 | 21 | 0 | 43 | 243 | 27 | 0 | 270 | 527 |
| Total | 110 | 798 | 0 | 908 | 137 | 109 | 0 | 246 | 909 | 107 | 0 | 1016 | 2170 |
| 01:00 PM | 30 | 189 | 0 | 219 | 41 | 29 | 0 | 70 | 199 | 25 | 0 | 224 | 513 |
| 01:15 PM | 28 | 238 | 0 | 266 | 38 | 20 | 0 | 58 | 212 | 33 | 0 | 245 | 569 |
| 01:30 PM | 22 | 202 | 0 | 224 | 25 | 33 | 0 | 58 | 206 | 27 | 0 | 233 | 515 |
| 01:45 PM | 26 | 187 | 0 | 213 | 33 | 22 | 0 | 55 | 192 | 18 | 0 | 210 | 478 |
| Total | 106 | 816 | 0 | 922 | 137 | 104 | 0 | 241 | 809 | 103 | 0 | 912 | 2075 |
| 02:00 PM | 39 | 198 | 1 | 238 | 39 | 27 | 0 | 66 | 183 | 22 | 0 | 205 | 509 |
| 02:15 PM | 19 | 220 | 0 | 239 | 35 | 32 | 0 | 67 | 204 | 34 | 0 | 238 | 544 |
| 02:30 PM | 20 | 199 | 0 | 219 | 54 | 25 | 0 | 79 | 217 | 39 | 0 | 256 | 554 |
| 02:45 PM | 20 | 223 | 0 | 243 | 44 | 22 | 0 | 66 | 184 | 28 | 0 | 212 | 521 |
| Total | 98 | 840 | 1 | 939 | 172 | 106 | 0 | 278 | 788 | 123 | 0 | 911 | 2128 |



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File Name : Lone_Oak_Road_at_Bleich_Road_731429_12-04-2019
 Site Code : Site 8 - Wednesday
 Start Date : 12/4/2019
 Page No : 3

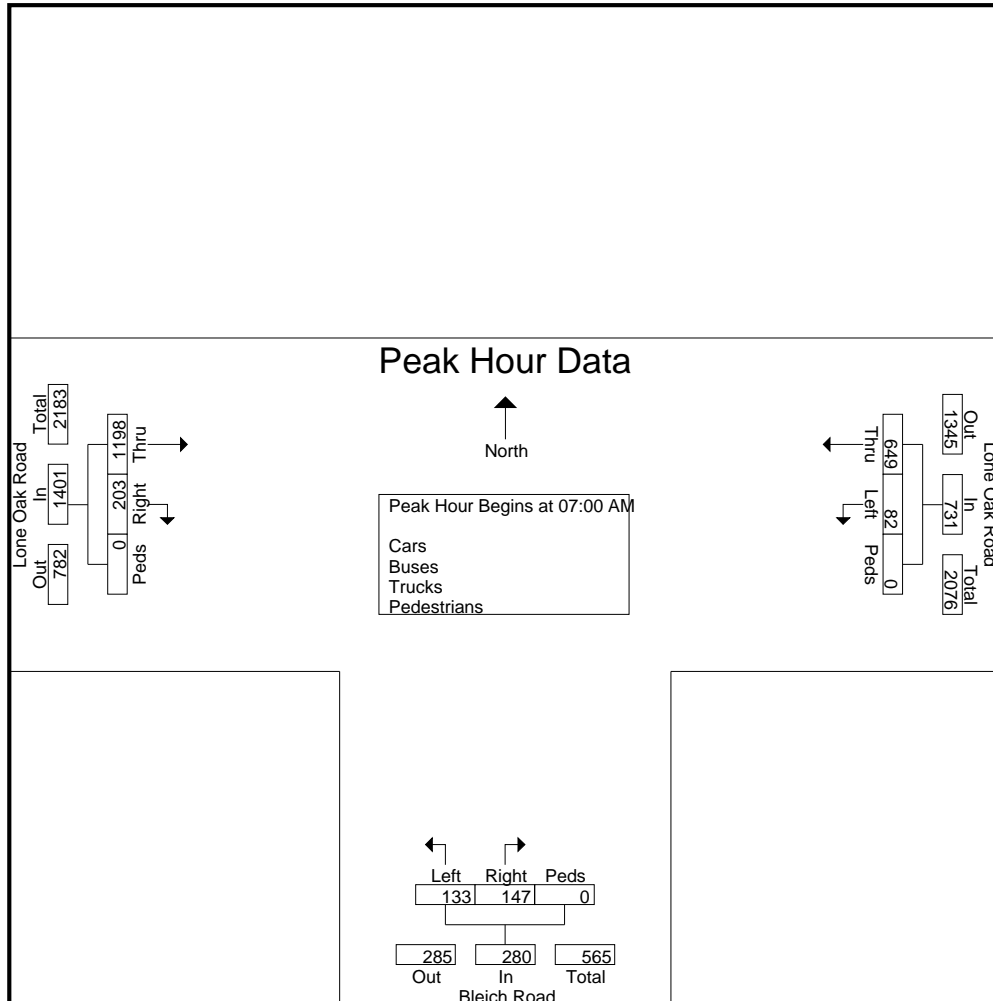




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File Name : Lone_Oak_Road_at_Bleich_Road_731429_12-04-2019
 Site Code : Site 8 - Wednesday
 Start Date : 12/4/2019
 Page No : 4

| Start Time | Lone Oak Road From East | | | | Bleich Road From South | | | | Lone Oak Road From West | | | | Int. Total |
|--|-------------------------|------|------|------------|------------------------|-------|------|------------|-------------------------|-------|------|------------|------------|
| | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | |
| 07:00 AM | 11 | 170 | 0 | 181 | 26 | 27 | 0 | 53 | 259 | 46 | 0 | 305 | 539 |
| 07:15 AM | 20 | 150 | 0 | 170 | 36 | 45 | 0 | 81 | 292 | 69 | 0 | 361 | 612 |
| 07:30 AM | 17 | 164 | 0 | 181 | 39 | 37 | 0 | 76 | 354 | 47 | 0 | 401 | 658 |
| 07:45 AM | 34 | 165 | 0 | 199 | 32 | 38 | 0 | 70 | 293 | 41 | 0 | 334 | 603 |
| Total Volume | 82 | 649 | 0 | 731 | 133 | 147 | 0 | 280 | 1198 | 203 | 0 | 1401 | 2412 |
| % App. Total | 11.2 | 88.8 | 0 | | 47.5 | 52.5 | 0 | | 85.5 | 14.5 | 0 | | |
| PHF | .603 | .954 | .000 | .918 | .853 | .817 | .000 | .864 | .846 | .736 | .000 | .873 | .916 |

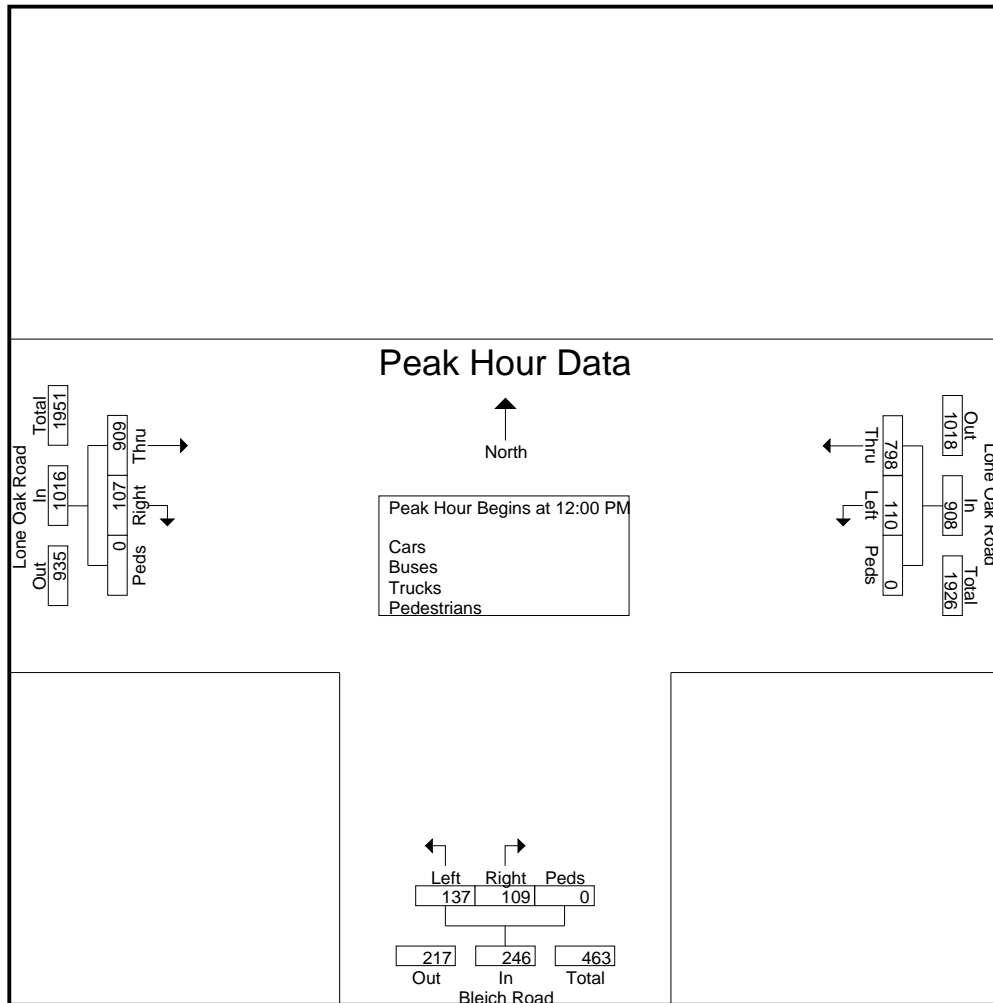




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File Name : Lone_Oak_Road_at_Bleich_Road_731429_12-04-2019
 Site Code : Site 8 - Wednesday
 Start Date : 12/4/2019
 Page No : 5

| Start Time | Lone Oak Road From East | | | | Bleich Road From South | | | | Lone Oak Road From West | | | | Int. Total |
|--|-------------------------|------|------|------------|------------------------|-------|------|------------|-------------------------|-------|------|------------|------------|
| | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:00 PM | | | | | | | | | | | | | |
| 12:00 PM | 28 | 209 | 0 | 237 | 45 | 34 | 0 | 79 | 234 | 26 | 0 | 260 | 576 |
| 12:15 PM | 28 | 220 | 0 | 248 | 37 | 19 | 0 | 56 | 203 | 35 | 0 | 238 | 542 |
| 12:30 PM | 26 | 183 | 0 | 209 | 33 | 35 | 0 | 68 | 229 | 19 | 0 | 248 | 525 |
| 12:45 PM | 28 | 186 | 0 | 214 | 22 | 21 | 0 | 43 | 243 | 27 | 0 | 270 | 527 |
| Total Volume | 110 | 798 | 0 | 908 | 137 | 109 | 0 | 246 | 909 | 107 | 0 | 1016 | 2170 |
| % App. Total | 12.1 | 87.9 | 0 | | 55.7 | 44.3 | 0 | | 89.5 | 10.5 | 0 | | |
| PHF | .982 | .907 | .000 | .915 | .761 | .779 | .000 | .778 | .935 | .764 | .000 | .941 | .942 |

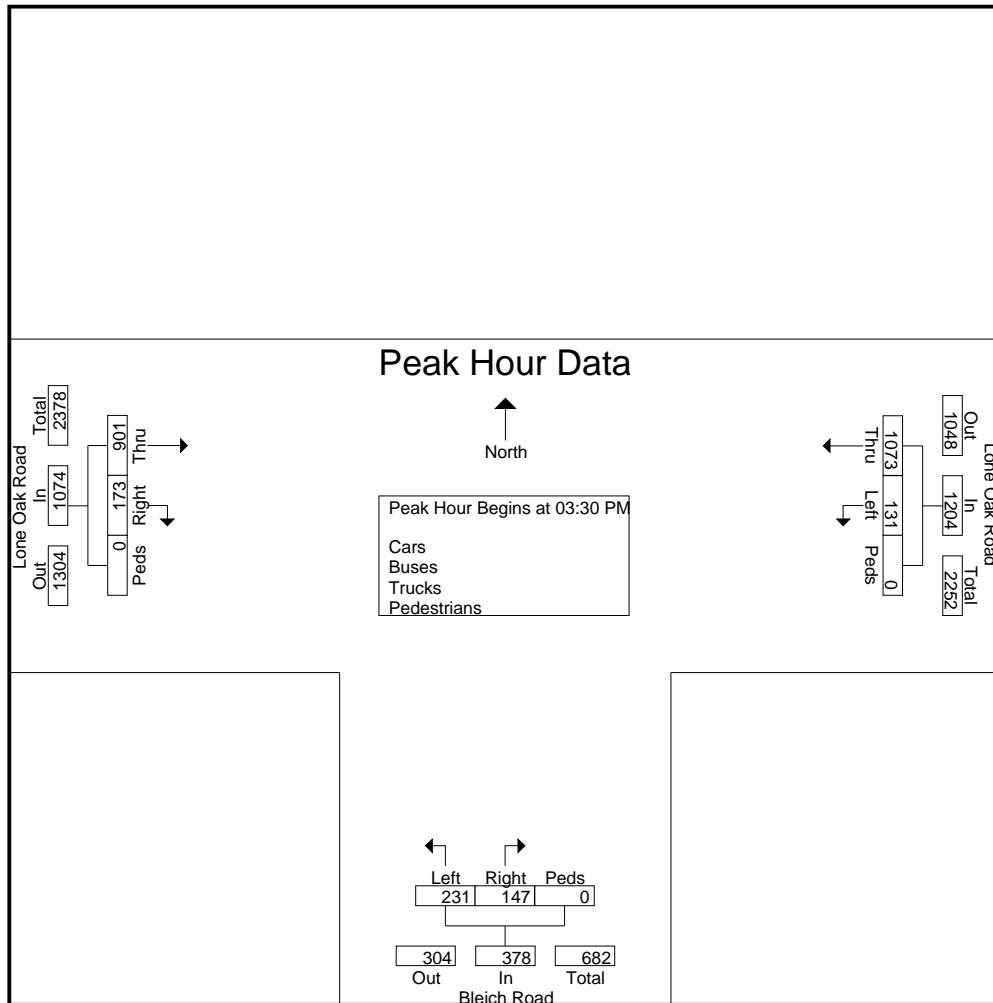




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File Name : Lone_Oak_Road_at_Bleich_Road_731429_12-04-2019
 Site Code : Site 8 - Wednesday
 Start Date : 12/4/2019
 Page No : 6

| Start Time | Lone Oak Road From East | | | | Bleich Road From South | | | | Lone Oak Road From West | | | | Int. Total |
|--|-------------------------|------|------|------------|------------------------|-------|------|------------|-------------------------|-------|------|------------|------------|
| | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:30 PM | | | | | | | | | | | | | |
| 03:30 PM | 34 | 261 | 0 | 295 | 60 | 29 | 0 | 89 | 233 | 48 | 0 | 281 | 665 |
| 03:45 PM | 35 | 259 | 0 | 294 | 59 | 45 | 0 | 104 | 222 | 51 | 0 | 273 | 671 |
| 04:00 PM | 32 | 262 | 0 | 294 | 54 | 49 | 0 | 103 | 217 | 48 | 0 | 265 | 662 |
| 04:15 PM | 30 | 291 | 0 | 321 | 58 | 24 | 0 | 82 | 229 | 26 | 0 | 255 | 658 |
| Total Volume | 131 | 1073 | 0 | 1204 | 231 | 147 | 0 | 378 | 901 | 173 | 0 | 1074 | 2656 |
| % App. Total | 10.9 | 89.1 | 0 | | 61.1 | 38.9 | 0 | | 83.9 | 16.1 | 0 | | |
| PHF | .936 | .922 | .000 | .938 | .963 | .750 | .000 | .909 | .967 | .848 | .000 | .956 | .990 |





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75 Degrees - Sunny
Schools in Session

File Name : Lone_Oak_Road_at_Clinton_Road_731435_12-04-2019
 Site Code : Site 12 - Wednesday
 Start Date : 12/4/2019
 Page No : 1

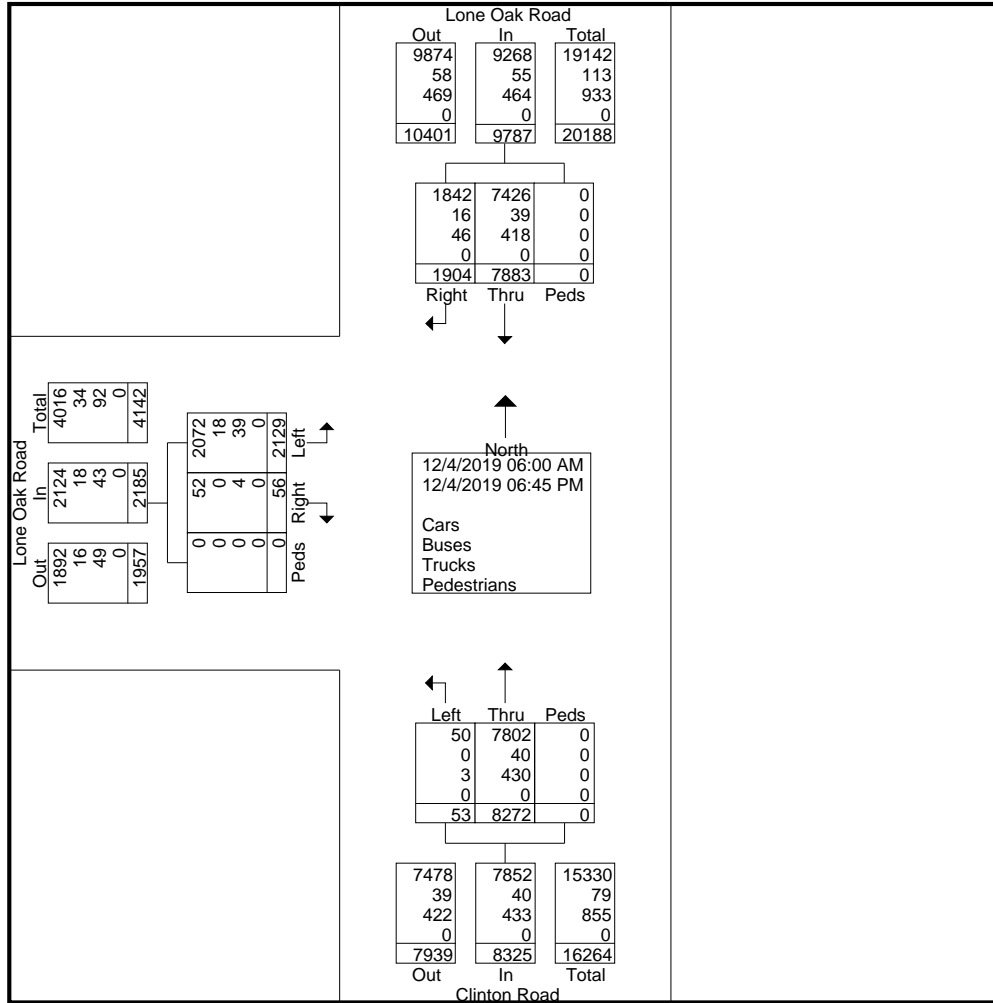
Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Lone Oak Road From North | | | | Clinton Road From South | | | | Lone Oak Road From West | | | | Int. Total |
|------------|--------------------------|-------|------|------------|-------------------------|------|------|------------|-------------------------|-------|------|------------|------------|
| | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | |
| 06:00 AM | 59 | 5 | 0 | 64 | 1 | 107 | 0 | 108 | 23 | 0 | 0 | 23 | 195 |
| 06:15 AM | 74 | 5 | 0 | 79 | 0 | 134 | 0 | 134 | 27 | 1 | 0 | 28 | 241 |
| 06:30 AM | 57 | 3 | 0 | 60 | 0 | 209 | 0 | 209 | 39 | 2 | 0 | 41 | 310 |
| 06:45 AM | 106 | 9 | 0 | 115 | 2 | 229 | 0 | 231 | 71 | 0 | 0 | 71 | 417 |
| Total | 296 | 22 | 0 | 318 | 3 | 679 | 0 | 682 | 160 | 3 | 0 | 163 | 1163 |
| 07:00 AM | 134 | 21 | 0 | 155 | 1 | 238 | 0 | 239 | 90 | 0 | 0 | 90 | 484 |
| 07:15 AM | 169 | 26 | 0 | 195 | 2 | 230 | 0 | 232 | 73 | 0 | 0 | 73 | 500 |
| 07:30 AM | 148 | 25 | 0 | 173 | 1 | 294 | 0 | 295 | 75 | 2 | 0 | 77 | 545 |
| 07:45 AM | 123 | 12 | 0 | 135 | 2 | 274 | 0 | 276 | 52 | 1 | 0 | 53 | 464 |
| Total | 574 | 84 | 0 | 658 | 6 | 1036 | 0 | 1042 | 290 | 3 | 0 | 293 | 1993 |
| 08:00 AM | 96 | 27 | 0 | 123 | 2 | 212 | 0 | 214 | 69 | 0 | 0 | 69 | 406 |
| 08:15 AM | 102 | 27 | 0 | 129 | 1 | 208 | 0 | 209 | 40 | 2 | 0 | 42 | 380 |
| 08:30 AM | 100 | 35 | 0 | 135 | 0 | 178 | 0 | 178 | 32 | 1 | 0 | 33 | 346 |
| 08:45 AM | 94 | 32 | 0 | 126 | 0 | 197 | 0 | 197 | 61 | 2 | 0 | 63 | 386 |
| Total | 392 | 121 | 0 | 513 | 3 | 795 | 0 | 798 | 202 | 5 | 0 | 207 | 1518 |
| 09:00 AM | 138 | 25 | 0 | 163 | 0 | 173 | 0 | 173 | 44 | 2 | 0 | 46 | 382 |
| 09:15 AM | 115 | 27 | 0 | 142 | 2 | 185 | 0 | 187 | 30 | 0 | 0 | 30 | 359 |
| 09:30 AM | 98 | 21 | 0 | 119 | 0 | 189 | 0 | 189 | 30 | 1 | 0 | 31 | 339 |
| 09:45 AM | 112 | 25 | 0 | 137 | 0 | 164 | 0 | 164 | 34 | 0 | 0 | 34 | 335 |
| Total | 463 | 98 | 0 | 561 | 2 | 711 | 0 | 713 | 138 | 3 | 0 | 141 | 1415 |
| 10:00 AM | 100 | 36 | 0 | 136 | 0 | 139 | 0 | 139 | 26 | 1 | 0 | 27 | 302 |
| 10:15 AM | 103 | 21 | 0 | 124 | 2 | 156 | 0 | 158 | 29 | 1 | 0 | 30 | 312 |
| 10:30 AM | 99 | 18 | 0 | 117 | 1 | 155 | 0 | 156 | 37 | 0 | 0 | 37 | 310 |
| 10:45 AM | 126 | 20 | 0 | 146 | 0 | 132 | 0 | 132 | 26 | 2 | 0 | 28 | 306 |
| Total | 428 | 95 | 0 | 523 | 3 | 582 | 0 | 585 | 118 | 4 | 0 | 122 | 1230 |
| 11:00 AM | 128 | 24 | 0 | 152 | 1 | 145 | 0 | 146 | 36 | 1 | 0 | 37 | 335 |
| 11:15 AM | 127 | 28 | 0 | 155 | 2 | 146 | 0 | 148 | 39 | 2 | 0 | 41 | 344 |
| 11:30 AM | 137 | 32 | 0 | 169 | 0 | 148 | 0 | 148 | 32 | 0 | 0 | 32 | 349 |
| 11:45 AM | 131 | 46 | 0 | 177 | 0 | 144 | 0 | 144 | 43 | 0 | 0 | 43 | 364 |
| Total | 523 | 130 | 0 | 653 | 3 | 583 | 0 | 586 | 150 | 3 | 0 | 153 | 1392 |
| 12:00 PM | 138 | 32 | 0 | 170 | 0 | 147 | 0 | 147 | 37 | 6 | 0 | 43 | 360 |
| 12:15 PM | 141 | 41 | 0 | 182 | 3 | 147 | 0 | 150 | 41 | 1 | 0 | 42 | 374 |
| 12:30 PM | 114 | 34 | 0 | 148 | 1 | 145 | 0 | 146 | 43 | 0 | 0 | 43 | 337 |
| 12:45 PM | 150 | 27 | 0 | 177 | 3 | 142 | 0 | 145 | 30 | 1 | 0 | 31 | 353 |
| Total | 543 | 134 | 0 | 677 | 7 | 581 | 0 | 588 | 151 | 8 | 0 | 159 | 1424 |
| 01:00 PM | 117 | 34 | 0 | 151 | 1 | 132 | 0 | 133 | 32 | 0 | 0 | 32 | 316 |
| 01:15 PM | 168 | 36 | 0 | 204 | 2 | 166 | 0 | 168 | 32 | 1 | 0 | 33 | 405 |
| 01:30 PM | 147 | 34 | 0 | 181 | 0 | 134 | 0 | 134 | 23 | 2 | 0 | 25 | 340 |
| 01:45 PM | 152 | 29 | 0 | 181 | 2 | 117 | 0 | 119 | 39 | 1 | 0 | 40 | 340 |
| Total | 584 | 133 | 0 | 717 | 5 | 549 | 0 | 554 | 126 | 4 | 0 | 130 | 1401 |
| 02:00 PM | 141 | 31 | 0 | 172 | 0 | 114 | 0 | 114 | 30 | 0 | 0 | 30 | 316 |
| 02:15 PM | 183 | 34 | 0 | 217 | 1 | 118 | 0 | 119 | 36 | 0 | 0 | 36 | 372 |
| 02:30 PM | 217 | 52 | 0 | 269 | 0 | 129 | 0 | 129 | 39 | 0 | 0 | 39 | 437 |
| 02:45 PM | 186 | 34 | 0 | 220 | 0 | 147 | 0 | 147 | 43 | 0 | 0 | 43 | 410 |
| Total | 727 | 151 | 0 | 878 | 1 | 508 | 0 | 509 | 148 | 0 | 0 | 148 | 1535 |



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File Name : Lone_Oak_Road_at_Clinton_Road_731435_12-04-2019
 Site Code : Site 12 - Wednesday
 Start Date : 12/4/2019
 Page No : 3

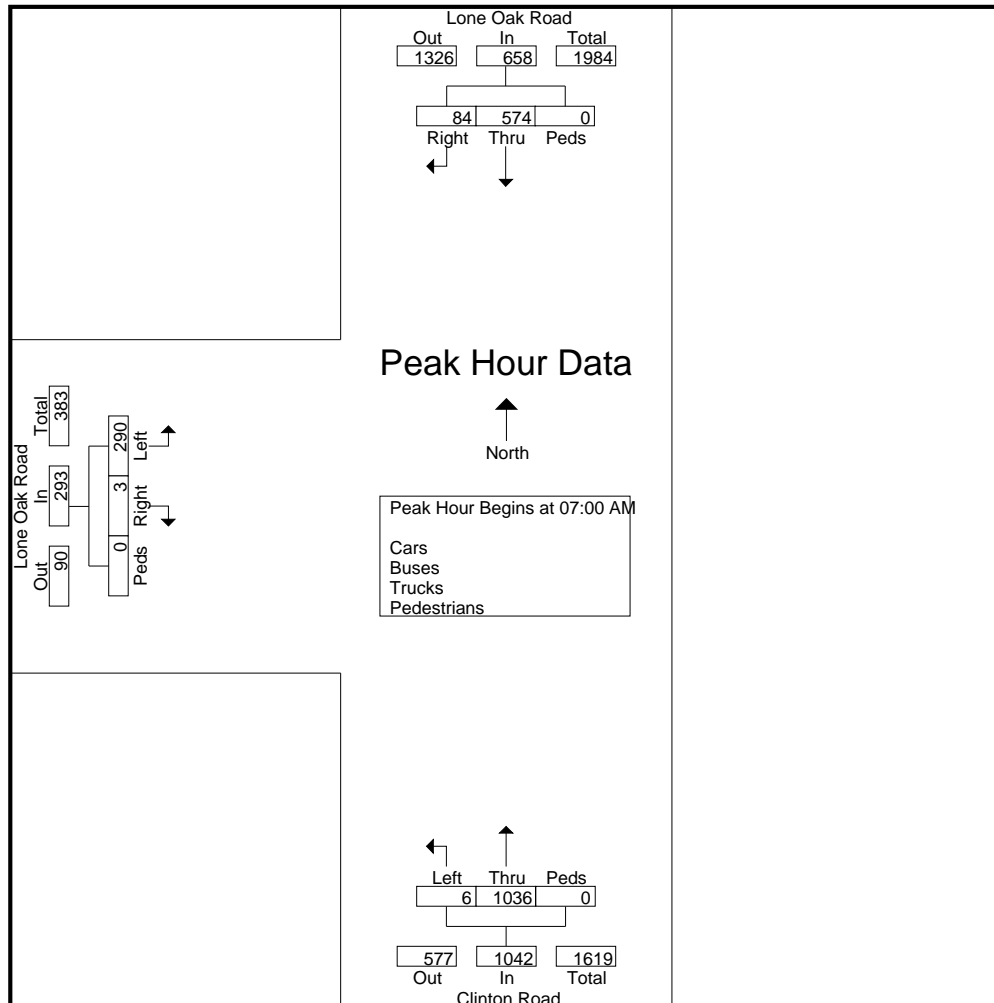




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File Name : Lone_Oak_Road_at_Clinton_Road_731435_12-04-2019
 Site Code : Site 12 - Wednesday
 Start Date : 12/4/2019
 Page No : 4

| Start Time | Lone Oak Road From North | | | | Clinton Road From South | | | | Lone Oak Road From West | | | | Int. Total |
|--|--------------------------|-------|------|------------|-------------------------|------|------|------------|-------------------------|-------|------|------------|------------|
| | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | |
| Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | |
| 07:00 AM | 134 | 21 | 0 | 155 | 1 | 238 | 0 | 239 | 90 | 0 | 0 | 90 | 484 |
| 07:15 AM | 169 | 26 | 0 | 195 | 2 | 230 | 0 | 232 | 73 | 0 | 0 | 73 | 500 |
| 07:30 AM | 148 | 25 | 0 | 173 | 1 | 294 | 0 | 295 | 75 | 2 | 0 | 77 | 545 |
| 07:45 AM | 123 | 12 | 0 | 135 | 2 | 274 | 0 | 276 | 52 | 1 | 0 | 53 | 464 |
| Total Volume | 574 | 84 | 0 | 658 | 6 | 1036 | 0 | 1042 | 290 | 3 | 0 | 293 | 1993 |
| % App. Total | 87.2 | 12.8 | 0 | | 0.6 | 99.4 | 0 | | 99 | 1 | 0 | | |
| PHF | .849 | .808 | .000 | .844 | .750 | .881 | .000 | .883 | .806 | .375 | .000 | .814 | .914 |

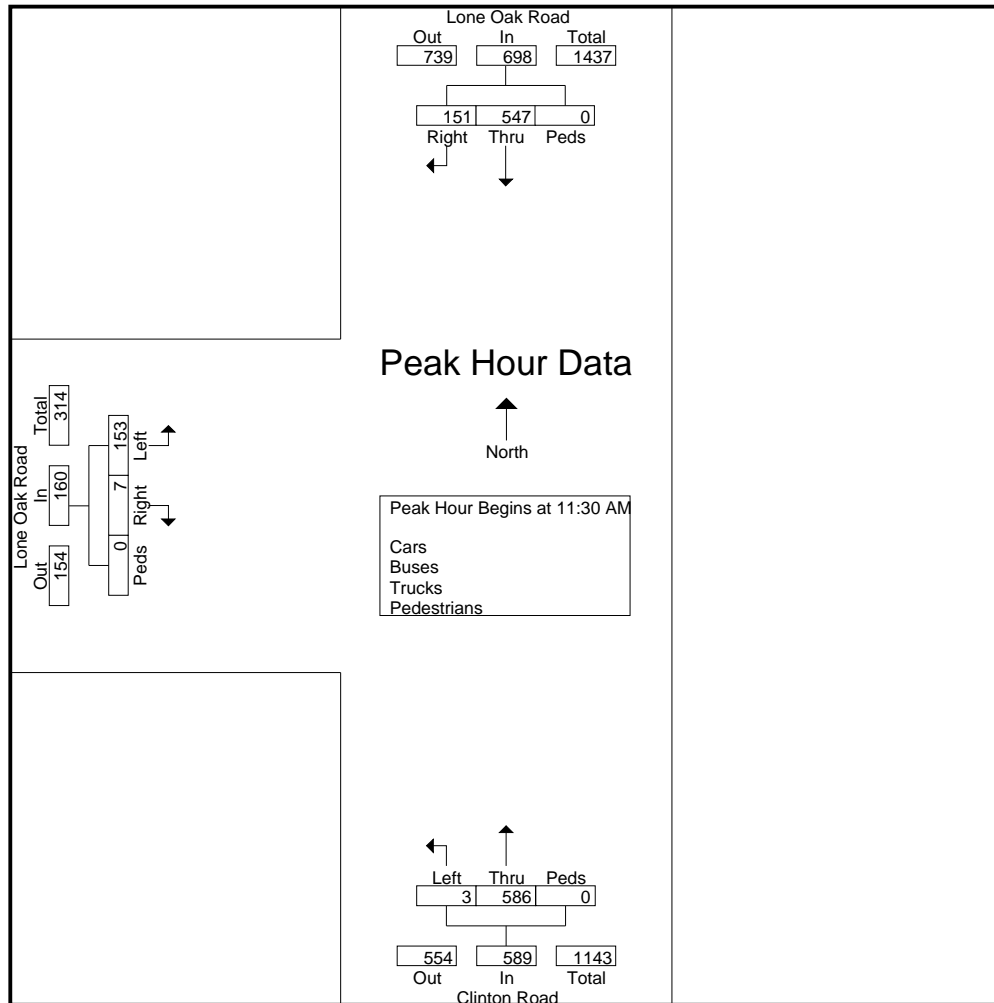




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File Name : Lone_Oak_Road_at_Clinton_Road_731435_12-04-2019
 Site Code : Site 12 - Wednesday
 Start Date : 12/4/2019
 Page No : 5

| Start Time | Lone Oak Road From North | | | | Clinton Road From South | | | | Lone Oak Road From West | | | | Int. Total |
|--|--------------------------|-------|------|------------|-------------------------|------|------|------------|-------------------------|-------|------|------------|------------|
| | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 AM | | | | | | | | | | | | | |
| 11:30 AM | 137 | 32 | 0 | 169 | 0 | 148 | 0 | 148 | 32 | 0 | 0 | 32 | 349 |
| 11:45 AM | 131 | 46 | 0 | 177 | 0 | 144 | 0 | 144 | 43 | 0 | 0 | 43 | 364 |
| 12:00 PM | 138 | 32 | 0 | 170 | 0 | 147 | 0 | 147 | 37 | 6 | 0 | 43 | 360 |
| 12:15 PM | 141 | 41 | 0 | 182 | 3 | 147 | 0 | 150 | 41 | 1 | 0 | 42 | 374 |
| Total Volume | 547 | 151 | 0 | 698 | 3 | 586 | 0 | 589 | 153 | 7 | 0 | 160 | 1447 |
| % App. Total | 78.4 | 21.6 | 0 | | 0.5 | 99.5 | 0 | | 95.6 | 4.4 | 0 | | |
| PHF | .970 | .821 | .000 | .959 | .250 | .990 | .000 | .982 | .890 | .292 | .000 | .930 | .967 |

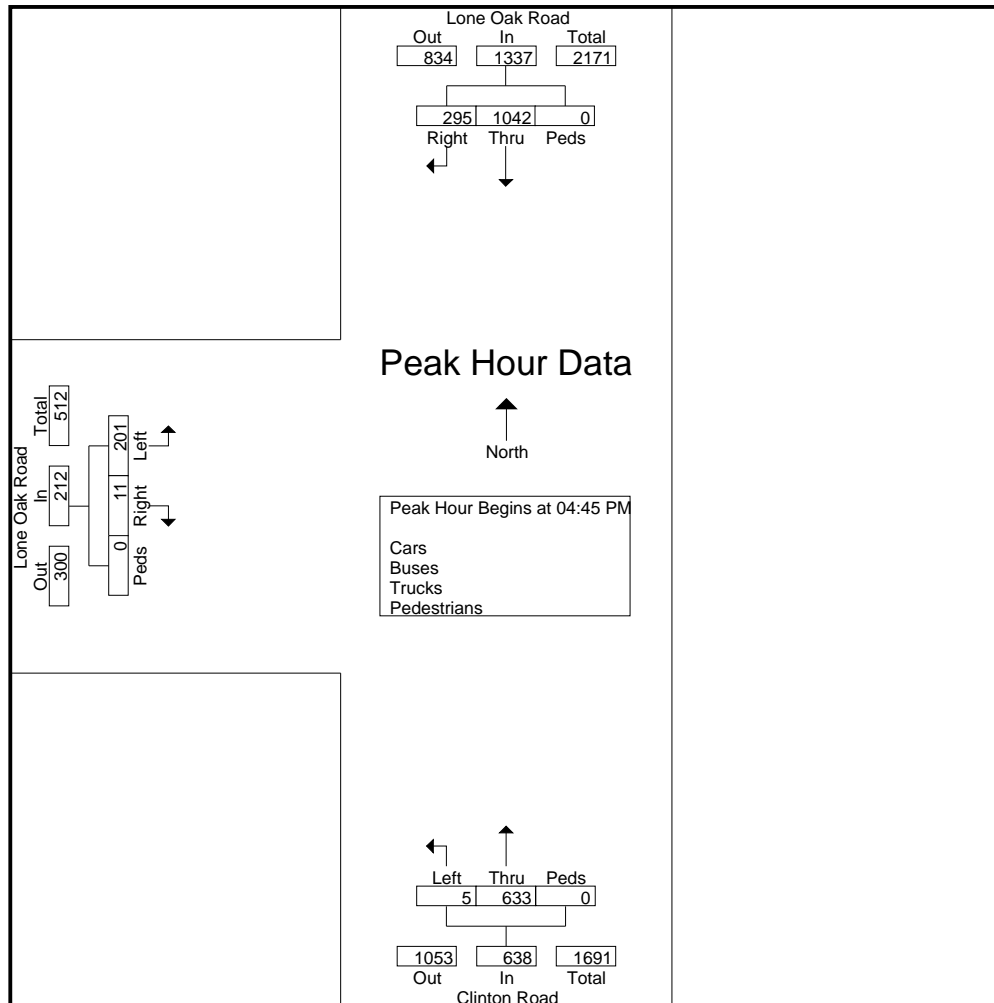




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File Name : Lone_Oak_Road_at_Clinton_Road_731435_12-04-2019
 Site Code : Site 12 - Wednesday
 Start Date : 12/4/2019
 Page No : 6

| Start Time | Lone Oak Road From North | | | | Clinton Road From South | | | | Lone Oak Road From West | | | | Int. Total |
|--|--------------------------|-----------|------|------------|-------------------------|------------|------|------------|-------------------------|----------|------|------------|------------|
| | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | |
| Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | |
| 04:45 PM | 251 | 69 | 0 | 320 | 1 | 165 | 0 | 166 | 38 | 1 | 0 | 39 | 525 |
| 05:00 PM | 270 | 87 | 0 | 357 | 0 | 141 | 0 | 141 | 47 | 3 | 0 | 50 | 548 |
| 05:15 PM | 296 | 75 | 0 | 371 | 1 | 166 | 0 | 167 | 48 | 4 | 0 | 52 | 590 |
| 05:30 PM | 225 | 64 | 0 | 289 | 3 | 161 | 0 | 164 | 68 | 3 | 0 | 71 | 524 |
| Total Volume | 1042 | 295 | 0 | 1337 | 5 | 633 | 0 | 638 | 201 | 11 | 0 | 212 | 2187 |
| % App. Total | 77.9 | 22.1 | 0 | | 0.8 | 99.2 | 0 | | 94.8 | 5.2 | 0 | | |
| PHF | .880 | .848 | .000 | .901 | .417 | .953 | .000 | .955 | .739 | .688 | .000 | .746 | .927 |





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75 Degrees - Sunny
 Schools in Session

File Name : Lone_Oak_Road_at_I24_On_Off_Ramps_731419_12-04-2019
 Site Code : Site 1 - Wednesday
 Start Date : 12/4/2019
 Page No : 1

Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | I24 Off Ramp From North | | | | | Lone Oak Raod From East | | | | | I24 On Ramp From South | | | | | Lone Oak Raod From West | | | | | Int. Total |
|--------------|-------------------------|------------|------------|----------|------------|-------------------------|------------|----------|----------|------------|------------------------|----------|----------|-----------|------------|-------------------------|-------------|------------|----------|-------------|-------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 06:00 AM | 10 | 28 | 24 | 0 | 62 | 7 | 34 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 35 | 0 | 136 | 239 |
| 06:15 AM | 27 | 37 | 35 | 0 | 99 | 19 | 54 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 46 | 0 | 177 | 349 |
| 06:30 AM | 33 | 41 | 22 | 0 | 96 | 15 | 81 | 0 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 191 | 58 | 0 | 249 | 441 |
| 06:45 AM | 39 | 44 | 46 | 0 | 129 | 20 | 114 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 231 | 39 | 0 | 270 | 533 |
| Total | 109 | 150 | 127 | 0 | 386 | 61 | 283 | 0 | 0 | 344 | 0 | 0 | 0 | 0 | 0 | 0 | 654 | 178 | 0 | 832 | 1562 |
| 07:00 AM | 30 | 34 | 54 | 0 | 118 | 19 | 117 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 221 | 61 | 0 | 282 | 536 |
| 07:15 AM | 59 | 36 | 70 | 0 | 165 | 19 | 122 | 0 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 49 | 0 | 329 | 635 |
| 07:30 AM | 72 | 42 | 64 | 0 | 178 | 20 | 128 | 0 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 304 | 47 | 0 | 351 | 677 |
| 07:45 AM | 59 | 35 | 64 | 0 | 158 | 24 | 130 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 296 | 46 | 0 | 342 | 654 |
| Total | 220 | 147 | 252 | 0 | 619 | 82 | 497 | 0 | 0 | 579 | 0 | 0 | 0 | 0 | 0 | 0 | 1101 | 203 | 0 | 1304 | 2502 |
| 08:00 AM | 46 | 31 | 59 | 0 | 136 | 10 | 106 | 0 | 0 | 116 | 0 | 0 | 0 | 0 | 0 | 0 | 221 | 50 | 0 | 271 | 523 |
| 08:15 AM | 46 | 30 | 61 | 0 | 137 | 15 | 92 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | 34 | 0 | 284 | 528 |
| 08:30 AM | 36 | 28 | 47 | 0 | 111 | 21 | 105 | 0 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 188 | 31 | 0 | 219 | 456 |
| 08:45 AM | 41 | 33 | 55 | 0 | 129 | 25 | 124 | 0 | 0 | 149 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 33 | 0 | 222 | 500 |
| Total | 169 | 122 | 222 | 0 | 513 | 71 | 427 | 0 | 0 | 498 | 0 | 0 | 0 | 0 | 0 | 0 | 848 | 148 | 0 | 996 | 2007 |
| 09:00 AM | 39 | 31 | 49 | 0 | 119 | 25 | 109 | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 23 | 0 | 203 | 456 |
| 09:15 AM | 24 | 29 | 54 | 0 | 107 | 24 | 134 | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 25 | 0 | 228 | 493 |
| 09:30 AM | 30 | 41 | 42 | 0 | 113 | 23 | 96 | 0 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 35 | 0 | 247 | 479 |
| 09:45 AM | 31 | 30 | 66 | 0 | 127 | 19 | 140 | 0 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 204 | 34 | 0 | 238 | 524 |
| Total | 124 | 131 | 211 | 0 | 466 | 91 | 479 | 0 | 0 | 570 | 0 | 0 | 0 | 0 | 0 | 0 | 799 | 117 | 0 | 916 | 1952 |
| 10:00 AM | 28 | 35 | 59 | 0 | 122 | 19 | 122 | 0 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 26 | 0 | 220 | 483 |
| 10:15 AM | 28 | 40 | 69 | 0 | 137 | 24 | 127 | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 30 | 0 | 232 | 520 |
| 10:30 AM | 25 | 44 | 71 | 0 | 140 | 32 | 124 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 210 | 42 | 0 | 252 | 548 |
| 10:45 AM | 31 | 57 | 68 | 0 | 156 | 31 | 139 | 0 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 198 | 27 | 0 | 225 | 551 |
| Total | 112 | 176 | 267 | 0 | 555 | 106 | 512 | 0 | 0 | 618 | 0 | 0 | 0 | 0 | 0 | 0 | 804 | 125 | 0 | 929 | 2102 |
| 11:00 AM | 36 | 40 | 67 | 0 | 143 | 24 | 158 | 0 | 0 | 182 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 32 | 0 | 205 | 530 |
| 11:15 AM | 31 | 37 | 71 | 0 | 139 | 23 | 154 | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 27 | 0 | 244 | 560 |
| 11:30 AM | 18 | 37 | 73 | 0 | 128 | 27 | 147 | 0 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 35 | 0 | 229 | 531 |
| 11:45 AM | 36 | 50 | 65 | 0 | 151 | 28 | 168 | 0 | 0 | 196 | 0 | 0 | 0 | 0 | 0 | 0 | 186 | 25 | 0 | 211 | 558 |
| Total | 121 | 164 | 276 | 0 | 561 | 102 | 627 | 0 | 0 | 729 | 0 | 0 | 0 | 0 | 0 | 0 | 770 | 119 | 0 | 889 | 2179 |
| 12:00 PM | 33 | 46 | 81 | 0 | 160 | 29 | 170 | 0 | 0 | 199 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 45 | 0 | 261 | 620 |
| 12:15 PM | 46 | 54 | 78 | 0 | 178 | 32 | 153 | 0 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 37 | 0 | 217 | 580 |
| 12:30 PM | 40 | 49 | 64 | 0 | 153 | 20 | 159 | 0 | 0 | 179 | 0 | 0 | 0 | 10 | 10 | 0 | 227 | 37 | 0 | 264 | 606 |
| 12:45 PM | 41 | 42 | 69 | 0 | 152 | 21 | 143 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 234 | 47 | 0 | 281 | 597 |
| Total | 160 | 191 | 292 | 0 | 643 | 102 | 625 | 0 | 0 | 727 | 0 | 0 | 0 | 10 | 10 | 0 | 857 | 166 | 0 | 1023 | 2403 |
| 01:00 PM | 25 | 37 | 81 | 0 | 143 | 24 | 153 | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 201 | 37 | 0 | 238 | 558 |
| 01:15 PM | 42 | 52 | 90 | 0 | 184 | 33 | 159 | 0 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 39 | 0 | 208 | 584 |
| 01:30 PM | 42 | 64 | 66 | 0 | 172 | 26 | 161 | 0 | 0 | 187 | 0 | 0 | 0 | 0 | 0 | 0 | 217 | 34 | 0 | 251 | 610 |
| 01:45 PM | 40 | 70 | 69 | 0 | 179 | 26 | 144 | 0 | 0 | 170 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 31 | 0 | 192 | 541 |
| Total | 149 | 223 | 306 | 0 | 678 | 109 | 617 | 0 | 0 | 726 | 0 | 0 | 0 | 0 | 0 | 0 | 748 | 141 | 0 | 889 | 2293 |
| 02:00 PM | 41 | 63 | 72 | 0 | 176 | 30 | 149 | 0 | 0 | 179 | 0 | 0 | 0 | 0 | 0 | 0 | 187 | 47 | 0 | 234 | 589 |
| 02:15 PM | 42 | 48 | 80 | 0 | 170 | 42 | 164 | 0 | 0 | 206 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 44 | 0 | 238 | 614 |
| 02:30 PM | 29 | 46 | 58 | 0 | 133 | 36 | 209 | 0 | 0 | 245 | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 50 | 0 | 243 | 621 |
| 02:45 PM | 24 | 56 | 62 | 0 | 142 | 31 | 178 | 0 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | 24 | 0 | 218 | 569 |
| Total | 136 | 213 | 272 | 0 | 621 | 139 | 700 | 0 | 0 | 839 | 0 | 0 | 0 | 0 | 0 | 0 | 768 | 165 | 0 | 933 | 2393 |



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Site Code : Site 1 - Wednesday

Start Date : 12/4/2019

Page No : 2

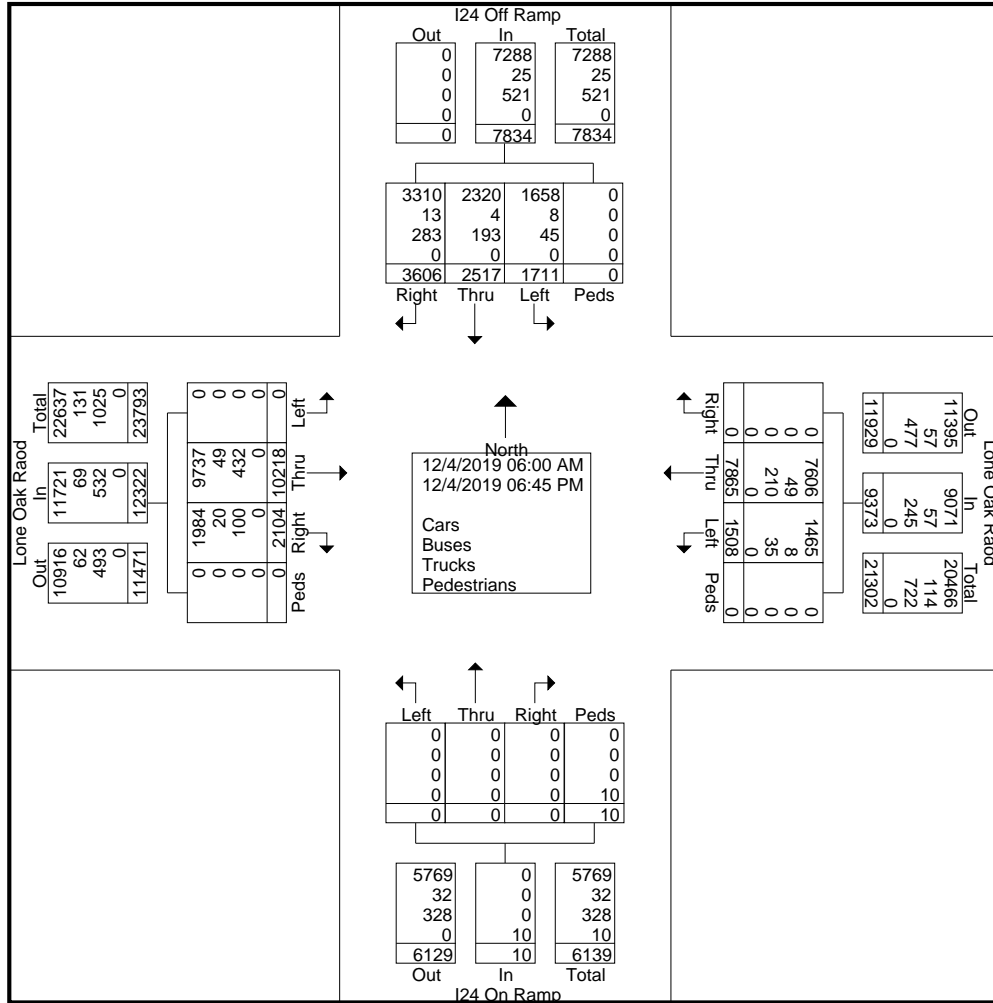
Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | I24 Off Ramp From North | | | | | Lone Oak Road From East | | | | | I24 On Ramp From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--------------------|-------------------------|-------------|-------------|----------|-------------|-------------------------|-------------|----------|----------|-------------|------------------------|----------|----------|-----------|------------|-------------------------|--------------|-------------|----------|--------------|--------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 03:00 PM | 30 | 59 | 90 | 0 | 179 | 46 | 153 | 0 | 0 | 199 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 37 | 0 | 209 | 587 |
| 03:15 PM | 34 | 82 | 107 | 0 | 223 | 46 | 206 | 0 | 0 | 252 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | 46 | 0 | 219 | 694 |
| 03:30 PM | 35 | 79 | 92 | 0 | 206 | 45 | 213 | 0 | 0 | 258 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 50 | 0 | 258 | 722 |
| 03:45 PM | 22 | 65 | 84 | 0 | 171 | 53 | 223 | 0 | 0 | 276 | 0 | 0 | 0 | 0 | 0 | 0 | 199 | 63 | 0 | 262 | 709 |
| Total | 121 | 285 | 373 | 0 | 779 | 190 | 795 | 0 | 0 | 985 | 0 | 0 | 0 | 0 | 0 | 0 | 752 | 196 | 0 | 948 | 2712 |
| 04:00 PM | 24 | 78 | 90 | 0 | 192 | 49 | 215 | 0 | 0 | 264 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 65 | 0 | 248 | 704 |
| 04:15 PM | 20 | 83 | 91 | 0 | 194 | 42 | 227 | 0 | 0 | 269 | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 68 | 0 | 238 | 701 |
| 04:30 PM | 23 | 90 | 86 | 0 | 199 | 56 | 210 | 0 | 0 | 266 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 60 | 0 | 260 | 725 |
| 04:45 PM | 34 | 65 | 108 | 0 | 207 | 51 | 266 | 0 | 0 | 317 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 40 | 0 | 236 | 760 |
| Total | 101 | 316 | 375 | 0 | 792 | 198 | 918 | 0 | 0 | 1116 | 0 | 0 | 0 | 0 | 0 | 0 | 749 | 233 | 0 | 982 | 2890 |
| 05:00 PM | 31 | 73 | 108 | 0 | 212 | 40 | 231 | 0 | 0 | 271 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 65 | 0 | 273 | 756 |
| 05:15 PM | 24 | 69 | 113 | 0 | 206 | 44 | 232 | 0 | 0 | 276 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 47 | 0 | 252 | 734 |
| 05:30 PM | 25 | 64 | 86 | 0 | 175 | 29 | 162 | 0 | 0 | 191 | 0 | 0 | 0 | 0 | 0 | 0 | 197 | 45 | 0 | 242 | 608 |
| 05:45 PM | 22 | 41 | 69 | 0 | 132 | 35 | 165 | 0 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 184 | 33 | 0 | 217 | 549 |
| Total | 102 | 247 | 376 | 0 | 725 | 148 | 790 | 0 | 0 | 938 | 0 | 0 | 0 | 0 | 0 | 0 | 794 | 190 | 0 | 984 | 2647 |
| 06:00 PM | 23 | 54 | 82 | 0 | 159 | 33 | 164 | 0 | 0 | 197 | 0 | 0 | 0 | 0 | 0 | 0 | 174 | 29 | 0 | 203 | 559 |
| 06:15 PM | 19 | 41 | 61 | 0 | 121 | 38 | 166 | 0 | 0 | 204 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 33 | 0 | 183 | 508 |
| 06:30 PM | 27 | 28 | 54 | 0 | 109 | 17 | 130 | 0 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 39 | 0 | 168 | 424 |
| 06:45 PM | 18 | 29 | 60 | 0 | 107 | 21 | 135 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 22 | 0 | 143 | 406 |
| Total | 87 | 152 | 257 | 0 | 496 | 109 | 595 | 0 | 0 | 704 | 0 | 0 | 0 | 0 | 0 | 0 | 574 | 123 | 0 | 697 | 1897 |
| Grand Total | 1711 | 2517 | 3606 | 0 | 7834 | 1508 | 7865 | 0 | 0 | 9373 | 0 | 0 | 0 | 10 | 10 | 0 | 10218 | 2104 | 0 | 12322 | 29539 |
| Apprch % | 21.8 | 32.1 | 46 | 0 | | 16.1 | 83.9 | 0 | 0 | | 0 | 0 | 0 | 100 | | 0 | 82.9 | 17.1 | 0 | | |
| Total % | 5.8 | 8.5 | 12.2 | 0 | 26.5 | 5.1 | 26.6 | 0 | 0 | 31.7 | 0 | 0 | 0 | 0 | 0 | 0 | 34.6 | 7.1 | 0 | 41.7 | |
| Cars | 1658 | 2320 | 3310 | 0 | 7288 | 1465 | 7606 | 0 | 0 | 9071 | 0 | 0 | 0 | 0 | 0 | 0 | 9737 | 1984 | 0 | 11721 | 28080 |
| % Cars | 96.9 | 92.2 | 91.8 | 0 | 93 | 97.1 | 96.7 | 0 | 0 | 96.8 | 0 | 0 | 0 | 0 | 0 | 0 | 95.3 | 94.3 | 0 | 95.1 | 95.1 |
| Buses | 8 | 4 | 13 | 0 | 25 | 8 | 49 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 20 | 0 | 69 | 151 |
| % Buses | 0.5 | 0.2 | 0.4 | 0 | 0.3 | 0.5 | 0.6 | 0 | 0 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 1 | 0 | 0.6 | 0.5 |
| Trucks | 45 | 193 | 283 | 0 | 521 | 35 | 210 | 0 | 0 | 245 | 0 | 0 | 0 | 0 | 0 | 0 | 432 | 100 | 0 | 532 | 1298 |
| % Trucks | 2.6 | 7.7 | 7.8 | 0 | 6.7 | 2.3 | 2.7 | 0 | 0 | 2.6 | 0 | 0 | 0 | 0 | 0 | 0 | 4.2 | 4.8 | 0 | 4.3 | 4.4 |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| % Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 100 | 0 | 0 | 0 | 0 | 0 | 0 |



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 Site Code : Site 1 - Wednesday
 Start Date : 12/4/2019
 Page No : 3

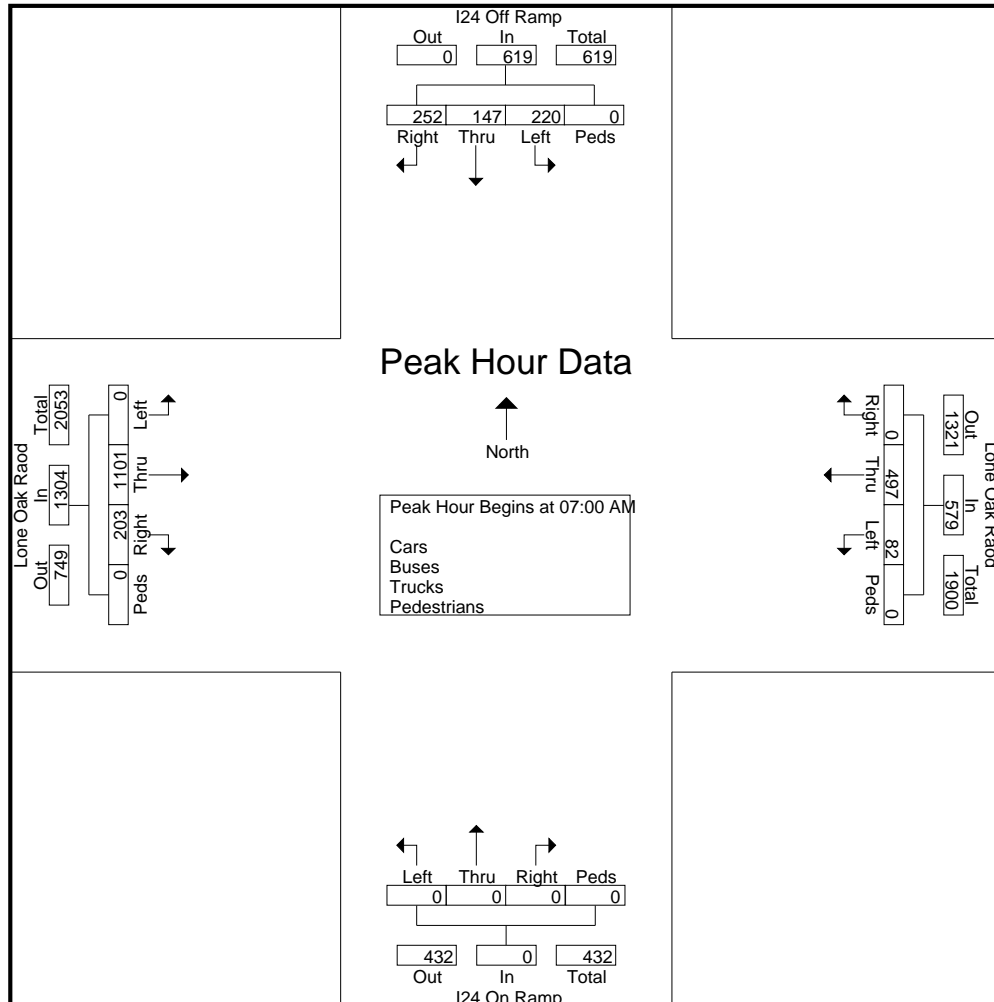




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File Name : Lone_Oak_Road_at_I24_On_Off_Ramps_731419_12-04-2019
 Site Code : Site 1 - Wednesday
 Start Date : 12/4/2019
 Page No : 4

| Start Time | I24 Off Ramp From North | | | | | Lone Oak Raod From East | | | | | I24 On Ramp From South | | | | | Lone Oak Raod From West | | | | | Int. Total |
|--|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 30 | 34 | 54 | 0 | 118 | 19 | 117 | 0 | 0 | 136 | 0 | 0 | 0 | 0 | 0 | 0 | 221 | 61 | 0 | 282 | 536 |
| 07:15 AM | 59 | 36 | 70 | 0 | 165 | 19 | 122 | 0 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 49 | 0 | 329 | 635 |
| 07:30 AM | 72 | 42 | 64 | 0 | 178 | 20 | 128 | 0 | 0 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 304 | 47 | 0 | 351 | 677 |
| 07:45 AM | 59 | 35 | 64 | 0 | 158 | 24 | 130 | 0 | 0 | 154 | 0 | 0 | 0 | 0 | 0 | 0 | 296 | 46 | 0 | 342 | 654 |
| Total Volume | 220 | 147 | 252 | 0 | 619 | 82 | 497 | 0 | 0 | 579 | 0 | 0 | 0 | 0 | 0 | 0 | 1101 | 203 | 0 | 1304 | 2502 |
| % App. Total | 35.5 | 23.7 | 40.7 | 0 | | 14.2 | 85.8 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 84.4 | 15.6 | 0 | | |
| PHF | .764 | .875 | .900 | .000 | .869 | .854 | .956 | .000 | .000 | .940 | .000 | .000 | .000 | .000 | .000 | .000 | .905 | .832 | .000 | .929 | .924 |

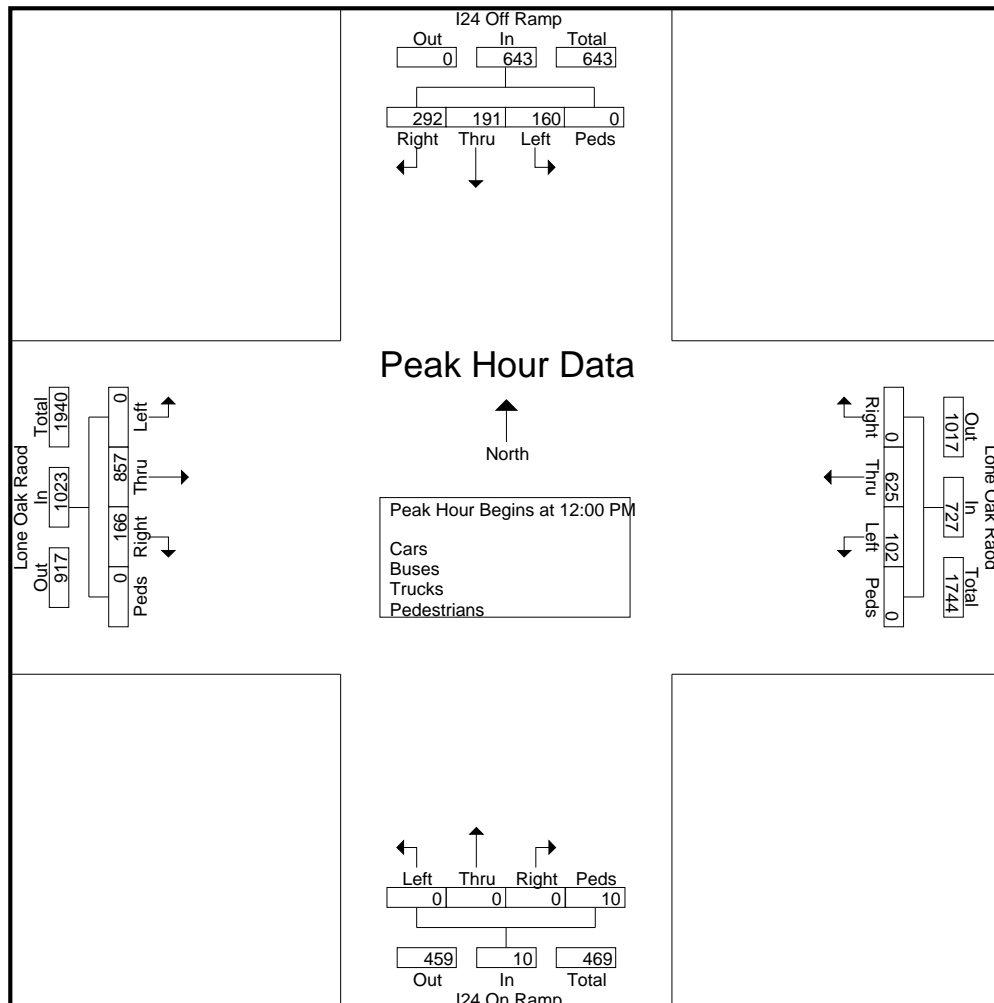




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File Name : Lone_Oak_Road_at_I24_On_Off_Ramps_731419_12-04-2019
 Site Code : Site 1 - Wednesday
 Start Date : 12/4/2019
 Page No : 5

| Start Time | I24 Off Ramp From North | | | | | Lone Oak Raod From East | | | | | I24 On Ramp From South | | | | | Lone Oak Raod From West | | | | | Int. Total |
|--|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 12:00 PM | 33 | 46 | 81 | 0 | 160 | 29 | 170 | 0 | 0 | 199 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 45 | 0 | 261 | 620 |
| 12:15 PM | 46 | 54 | 78 | 0 | 178 | 32 | 153 | 0 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 37 | 0 | 217 | 580 |
| 12:30 PM | 40 | 49 | 64 | 0 | 153 | 20 | 159 | 0 | 0 | 179 | 0 | 0 | 0 | 10 | 10 | 0 | 227 | 37 | 0 | 264 | 606 |
| 12:45 PM | 41 | 42 | 69 | 0 | 152 | 21 | 143 | 0 | 0 | 164 | 0 | 0 | 0 | 0 | 0 | 0 | 234 | 47 | 0 | 281 | 597 |
| Total Volume | 160 | 191 | 292 | 0 | 643 | 102 | 625 | 0 | 0 | 727 | 0 | 0 | 0 | 10 | 10 | 0 | 857 | 166 | 0 | 1023 | 2403 |
| % App. Total | 24.9 | 29.7 | 45.4 | 0 | | 14 | 86 | 0 | 0 | | 0 | 0 | 0 | 100 | | 0 | 83.8 | 16.2 | 0 | | |
| PHF | .870 | .884 | .901 | .000 | .903 | .797 | .919 | .000 | .000 | .913 | .000 | .000 | .000 | .250 | .250 | .000 | .916 | .883 | .000 | .910 | .969 |

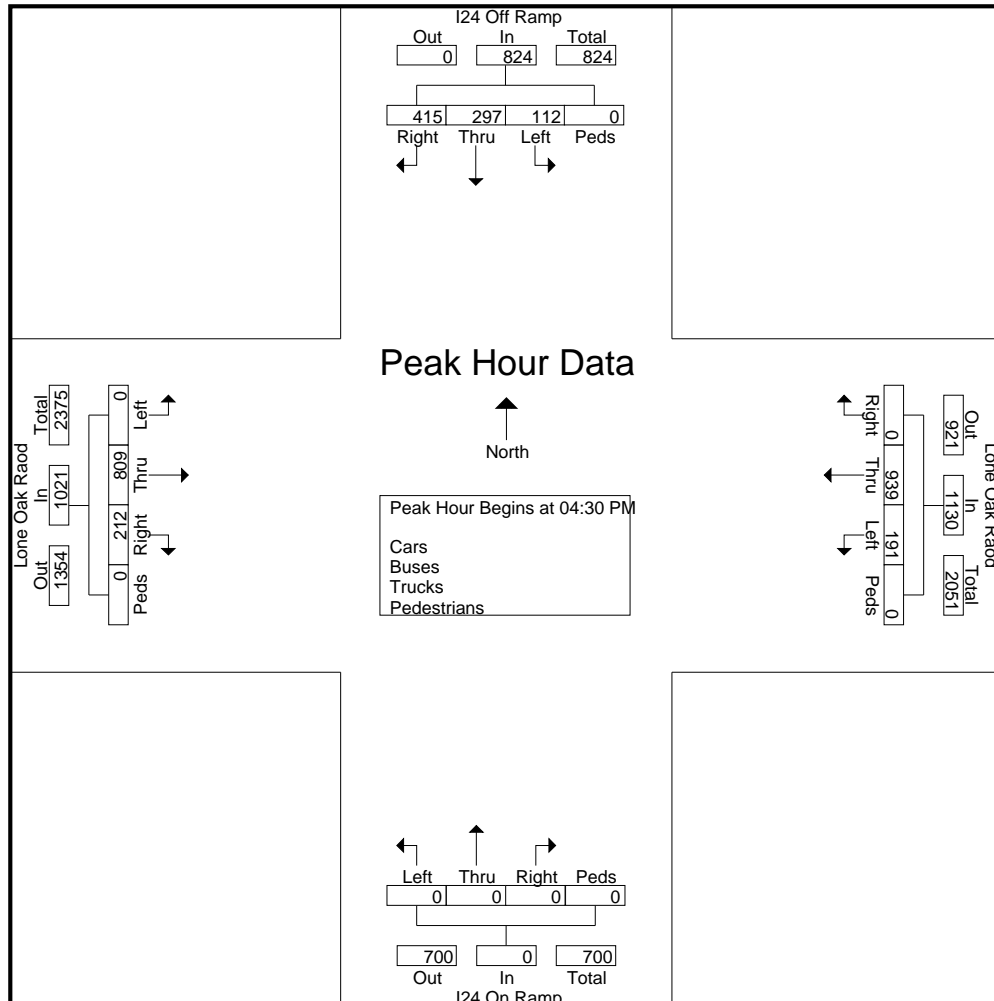




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 Start Date : 12/4/2019
 Page No : 6

| Start Time | I24 Off Ramp From North | | | | | Lone Oak Raod From East | | | | | I24 On Ramp From South | | | | | Lone Oak Raod From West | | | | | Int. Total |
|--|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 23 | 90 | 86 | 0 | 199 | 56 | 210 | 0 | 0 | 266 | 0 | 0 | 0 | 0 | 0 | 0 | 200 | 60 | 0 | 260 | 725 |
| 04:45 PM | 34 | 65 | 108 | 0 | 207 | 51 | 266 | 0 | 0 | 317 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 40 | 0 | 236 | 760 |
| 05:00 PM | 31 | 73 | 108 | 0 | 212 | 40 | 231 | 0 | 0 | 271 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | 65 | 0 | 273 | 756 |
| 05:15 PM | 24 | 69 | 113 | 0 | 206 | 44 | 232 | 0 | 0 | 276 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 47 | 0 | 252 | 734 |
| Total Volume | 112 | 297 | 415 | 0 | 824 | 191 | 939 | 0 | 0 | 1130 | 0 | 0 | 0 | 0 | 0 | 0 | 809 | 212 | 0 | 1021 | 2975 |
| % App. Total | 13.6 | 36 | 50.4 | 0 | | 16.9 | 83.1 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 79.2 | 20.8 | 0 | | |
| PHF | .824 | .825 | .918 | .000 | .972 | .853 | .883 | .000 | .000 | .891 | .000 | .000 | .000 | .000 | .000 | .000 | .972 | .815 | .000 | .935 | .979 |





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75 Degrees - Sunny
 Schools in Session

File Name : Lone_Oak_Road_at_Friendship_Road_731432_12-04-2019
 Site Code : Site 10 - Wednesday
 Start Date : 12/4/2019
 Page No : 1

Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Friendship Road From North | | | | | Lone Oak Road From East | | | | | Friendship Road From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|------------|----------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 06:00 AM | 4 | 5 | 15 | 0 | 24 | 2 | 53 | 0 | 0 | 55 | 2 | 4 | 12 | 0 | 18 | 18 | 133 | 1 | 0 | 152 | 249 |
| 06:15 AM | 7 | 4 | 8 | 0 | 19 | 4 | 75 | 1 | 0 | 80 | 6 | 5 | 15 | 0 | 26 | 18 | 163 | 0 | 0 | 181 | 306 |
| 06:30 AM | 3 | 5 | 12 | 0 | 20 | 3 | 66 | 3 | 0 | 72 | 9 | 12 | 19 | 0 | 40 | 43 | 222 | 1 | 0 | 266 | 398 |
| 06:45 AM | 16 | 7 | 24 | 1 | 48 | 10 | 130 | 5 | 0 | 145 | 18 | 23 | 25 | 0 | 66 | 59 | 227 | 4 | 0 | 290 | 549 |
| Total | 30 | 21 | 59 | 1 | 111 | 19 | 324 | 9 | 0 | 352 | 35 | 44 | 71 | 0 | 150 | 138 | 745 | 6 | 0 | 889 | 1502 |
| 07:00 AM | 32 | 13 | 48 | 0 | 93 | 5 | 169 | 8 | 0 | 182 | 16 | 40 | 19 | 0 | 75 | 60 | 238 | 5 | 0 | 303 | 653 |
| 07:15 AM | 27 | 13 | 47 | 0 | 87 | 6 | 145 | 6 | 0 | 157 | 14 | 36 | 23 | 0 | 73 | 80 | 275 | 2 | 0 | 357 | 674 |
| 07:30 AM | 17 | 12 | 39 | 0 | 68 | 9 | 154 | 6 | 0 | 169 | 7 | 27 | 19 | 0 | 53 | 90 | 301 | 5 | 0 | 396 | 686 |
| 07:45 AM | 16 | 13 | 32 | 0 | 61 | 6 | 128 | 13 | 0 | 147 | 14 | 35 | 29 | 0 | 78 | 98 | 267 | 3 | 0 | 368 | 654 |
| Total | 92 | 51 | 166 | 0 | 309 | 26 | 596 | 33 | 0 | 655 | 51 | 138 | 90 | 0 | 279 | 328 | 1081 | 15 | 0 | 1424 | 2667 |
| 08:00 AM | 27 | 14 | 26 | 0 | 67 | 11 | 123 | 9 | 0 | 143 | 17 | 21 | 24 | 0 | 62 | 70 | 216 | 5 | 0 | 291 | 563 |
| 08:15 AM | 22 | 10 | 32 | 0 | 64 | 11 | 116 | 11 | 0 | 138 | 17 | 18 | 23 | 0 | 58 | 56 | 204 | 3 | 0 | 263 | 523 |
| 08:30 AM | 8 | 7 | 31 | 0 | 46 | 7 | 118 | 4 | 0 | 129 | 10 | 17 | 13 | 0 | 40 | 72 | 188 | 2 | 0 | 262 | 477 |
| 08:45 AM | 16 | 14 | 51 | 0 | 81 | 9 | 131 | 7 | 0 | 147 | 9 | 16 | 18 | 0 | 43 | 46 | 190 | 4 | 0 | 240 | 511 |
| Total | 73 | 45 | 140 | 0 | 258 | 38 | 488 | 31 | 0 | 557 | 53 | 72 | 78 | 0 | 203 | 244 | 798 | 14 | 0 | 1056 | 2074 |
| 09:00 AM | 10 | 4 | 30 | 0 | 44 | 9 | 143 | 3 | 0 | 155 | 20 | 9 | 19 | 0 | 48 | 64 | 172 | 4 | 0 | 240 | 487 |
| 09:15 AM | 11 | 12 | 41 | 0 | 64 | 14 | 126 | 5 | 0 | 145 | 13 | 13 | 15 | 0 | 41 | 65 | 173 | 1 | 0 | 239 | 489 |
| 09:30 AM | 15 | 10 | 24 | 0 | 49 | 12 | 119 | 5 | 0 | 136 | 11 | 16 | 25 | 0 | 52 | 63 | 187 | 7 | 0 | 257 | 494 |
| 09:45 AM | 21 | 7 | 36 | 0 | 64 | 12 | 143 | 5 | 0 | 160 | 9 | 20 | 15 | 0 | 44 | 55 | 177 | 2 | 0 | 234 | 502 |
| Total | 57 | 33 | 131 | 0 | 221 | 47 | 531 | 18 | 0 | 596 | 53 | 58 | 74 | 0 | 185 | 247 | 709 | 14 | 0 | 970 | 1972 |
| 10:00 AM | 19 | 5 | 37 | 0 | 61 | 9 | 141 | 7 | 0 | 157 | 13 | 11 | 14 | 0 | 38 | 45 | 151 | 3 | 0 | 199 | 455 |
| 10:15 AM | 18 | 9 | 27 | 0 | 54 | 7 | 127 | 8 | 0 | 142 | 6 | 12 | 10 | 0 | 28 | 42 | 174 | 9 | 0 | 225 | 449 |
| 10:30 AM | 17 | 7 | 29 | 0 | 53 | 7 | 147 | 4 | 0 | 158 | 13 | 8 | 9 | 0 | 30 | 54 | 165 | 5 | 0 | 224 | 465 |
| 10:45 AM | 13 | 8 | 61 | 0 | 82 | 3 | 143 | 8 | 0 | 154 | 13 | 15 | 15 | 0 | 43 | 37 | 163 | 3 | 0 | 203 | 482 |
| Total | 67 | 29 | 154 | 0 | 250 | 26 | 558 | 27 | 0 | 611 | 45 | 46 | 48 | 0 | 139 | 178 | 653 | 20 | 0 | 851 | 1851 |
| 11:00 AM | 19 | 11 | 48 | 0 | 78 | 8 | 154 | 5 | 0 | 167 | 13 | 14 | 17 | 0 | 44 | 46 | 161 | 6 | 0 | 213 | 502 |
| 11:15 AM | 11 | 17 | 40 | 0 | 68 | 13 | 181 | 11 | 0 | 205 | 12 | 7 | 12 | 0 | 31 | 51 | 189 | 9 | 0 | 249 | 553 |
| 11:30 AM | 19 | 14 | 56 | 0 | 89 | 13 | 169 | 10 | 0 | 192 | 12 | 14 | 16 | 0 | 42 | 46 | 169 | 4 | 0 | 219 | 542 |
| 11:45 AM | 14 | 10 | 48 | 1 | 73 | 11 | 178 | 11 | 0 | 200 | 13 | 17 | 11 | 0 | 41 | 43 | 181 | 13 | 0 | 237 | 551 |
| Total | 63 | 52 | 192 | 1 | 308 | 45 | 682 | 37 | 0 | 764 | 50 | 52 | 56 | 0 | 158 | 186 | 700 | 32 | 0 | 918 | 2148 |
| 12:00 PM | 22 | 17 | 49 | 0 | 88 | 11 | 165 | 7 | 0 | 183 | 13 | 15 | 15 | 0 | 43 | 46 | 172 | 9 | 1 | 228 | 542 |
| 12:15 PM | 18 | 7 | 54 | 1 | 80 | 6 | 180 | 10 | 1 | 197 | 19 | 15 | 18 | 0 | 52 | 46 | 163 | 6 | 0 | 215 | 544 |
| 12:30 PM | 19 | 17 | 42 | 0 | 78 | 10 | 156 | 6 | 0 | 172 | 17 | 6 | 17 | 0 | 40 | 42 | 189 | 7 | 0 | 238 | 528 |
| 12:45 PM | 20 | 14 | 44 | 1 | 79 | 10 | 161 | 7 | 1 | 179 | 13 | 14 | 15 | 0 | 42 | 43 | 168 | 8 | 0 | 219 | 519 |
| Total | 79 | 55 | 189 | 2 | 325 | 37 | 662 | 30 | 2 | 731 | 62 | 50 | 65 | 0 | 177 | 177 | 692 | 30 | 1 | 900 | 2133 |
| 01:00 PM | 19 | 13 | 46 | 0 | 78 | 16 | 174 | 15 | 0 | 205 | 5 | 11 | 15 | 1 | 32 | 42 | 172 | 5 | 0 | 219 | 534 |
| 01:15 PM | 16 | 20 | 61 | 0 | 97 | 13 | 211 | 11 | 0 | 235 | 8 | 9 | 11 | 0 | 28 | 46 | 186 | 8 | 0 | 240 | 600 |
| 01:30 PM | 23 | 13 | 63 | 0 | 99 | 11 | 168 | 11 | 0 | 190 | 8 | 14 | 18 | 0 | 40 | 47 | 151 | 6 | 0 | 204 | 533 |
| 01:45 PM | 14 | 20 | 53 | 0 | 87 | 5 | 176 | 10 | 0 | 191 | 10 | 17 | 12 | 0 | 39 | 45 | 138 | 3 | 0 | 186 | 503 |
| Total | 72 | 66 | 223 | 0 | 361 | 45 | 729 | 47 | 0 | 821 | 31 | 51 | 56 | 1 | 139 | 180 | 647 | 22 | 0 | 849 | 2170 |
| 02:00 PM | 23 | 15 | 49 | 0 | 87 | 7 | 173 | 11 | 0 | 191 | 14 | 13 | 13 | 0 | 40 | 23 | 141 | 4 | 0 | 168 | 486 |
| 02:15 PM | 26 | 12 | 74 | 0 | 112 | 9 | 188 | 8 | 0 | 205 | 12 | 12 | 9 | 0 | 33 | 36 | 170 | 5 | 0 | 211 | 561 |
| 02:30 PM | 30 | 19 | 69 | 0 | 118 | 7 | 170 | 7 | 0 | 184 | 11 | 10 | 12 | 1 | 34 | 38 | 159 | 4 | 0 | 201 | 537 |
| 02:45 PM | 19 | 20 | 64 | 0 | 103 | 8 | 215 | 7 | 0 | 230 | 9 | 13 | 11 | 0 | 33 | 45 | 176 | 4 | 0 | 225 | 591 |
| Total | 98 | 66 | 256 | 0 | 420 | 31 | 746 | 33 | 0 | 810 | 46 | 48 | 45 | 1 | 140 | 142 | 646 | 17 | 0 | 805 | 2175 |



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File Name : Lone_Oak_Road_at_Friendship_Road_731432_12-04-2019

Site Code : Site 10 - Wednesday

Start Date : 12/4/2019

Page No : 2

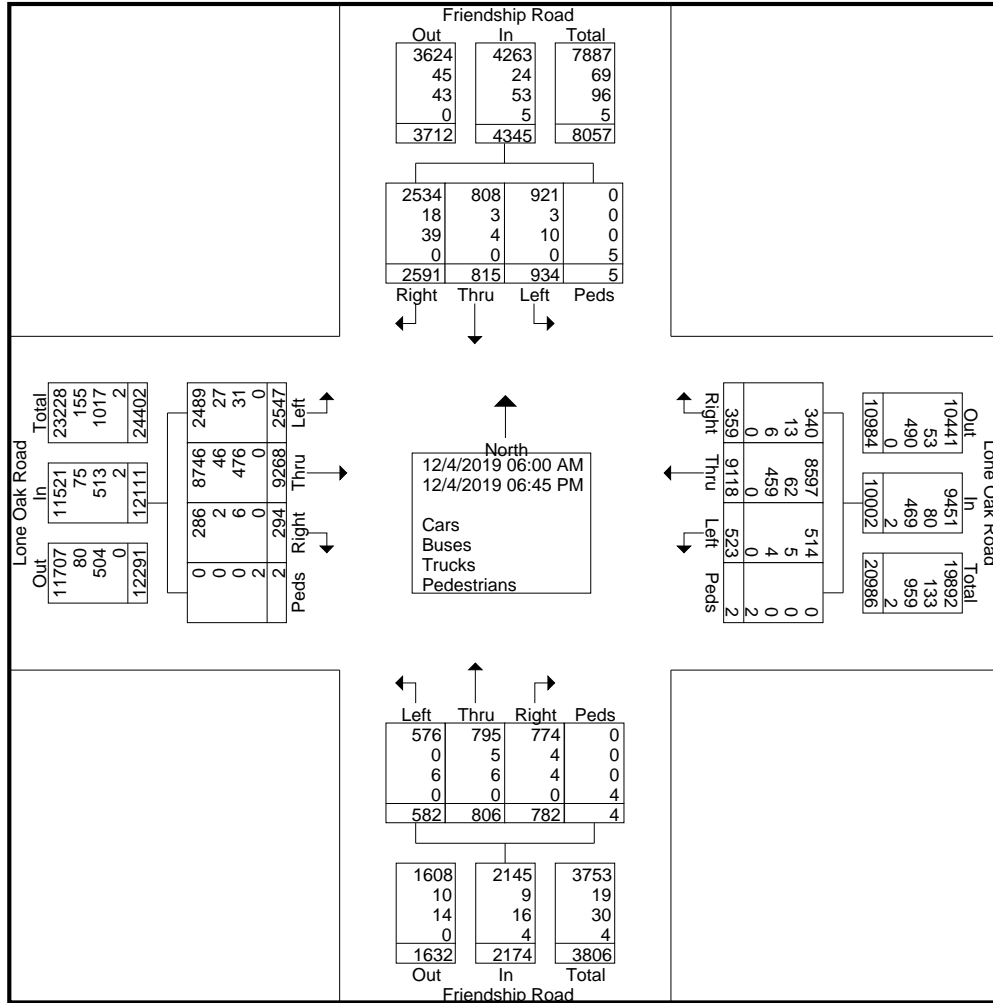
Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Friendship Road From North | | | | | Lone Oak Road From East | | | | | Friendship Road From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|---------------|----------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 03:00 PM | 20 | 17 | 56 | 0 | 93 | 11 | 177 | 10 | 0 | 198 | 3 | 17 | 7 | 0 | 27 | 38 | 149 | 5 | 0 | 192 | 510 |
| 03:15 PM | 14 | 21 | 70 | 0 | 105 | 12 | 233 | 13 | 0 | 258 | 10 | 24 | 11 | 0 | 45 | 42 | 141 | 5 | 0 | 188 | 596 |
| 03:30 PM | 28 | 22 | 72 | 0 | 122 | 9 | 232 | 6 | 0 | 247 | 15 | 13 | 15 | 0 | 43 | 47 | 177 | 5 | 1 | 230 | 642 |
| 03:45 PM | 27 | 20 | 82 | 0 | 129 | 16 | 258 | 5 | 0 | 279 | 10 | 13 | 11 | 0 | 34 | 46 | 189 | 6 | 0 | 241 | 683 |
| Total | 89 | 80 | 280 | 0 | 449 | 48 | 900 | 34 | 0 | 982 | 38 | 67 | 44 | 0 | 149 | 173 | 656 | 21 | 1 | 851 | 2431 |
| 04:00 PM | 20 | 24 | 69 | 0 | 113 | 13 | 271 | 5 | 0 | 289 | 11 | 15 | 6 | 2 | 34 | 57 | 166 | 10 | 0 | 233 | 669 |
| 04:15 PM | 22 | 29 | 59 | 0 | 110 | 12 | 299 | 5 | 0 | 316 | 11 | 20 | 17 | 0 | 48 | 44 | 181 | 11 | 0 | 236 | 710 |
| 04:30 PM | 26 | 35 | 90 | 0 | 151 | 8 | 231 | 3 | 0 | 242 | 12 | 17 | 11 | 0 | 40 | 52 | 191 | 4 | 0 | 247 | 680 |
| 04:45 PM | 18 | 27 | 74 | 0 | 119 | 16 | 306 | 6 | 0 | 328 | 15 | 24 | 16 | 0 | 55 | 41 | 167 | 7 | 0 | 215 | 717 |
| Total | 86 | 115 | 292 | 0 | 493 | 49 | 1107 | 19 | 0 | 1175 | 49 | 76 | 50 | 2 | 177 | 194 | 705 | 32 | 0 | 931 | 2776 |
| 05:00 PM | 19 | 29 | 92 | 0 | 140 | 16 | 306 | 6 | 0 | 328 | 7 | 18 | 16 | 0 | 41 | 55 | 198 | 7 | 0 | 260 | 769 |
| 05:15 PM | 25 | 26 | 85 | 0 | 136 | 16 | 293 | 7 | 0 | 316 | 12 | 20 | 13 | 0 | 45 | 57 | 186 | 7 | 0 | 250 | 747 |
| 05:30 PM | 18 | 27 | 66 | 0 | 111 | 13 | 257 | 3 | 0 | 273 | 9 | 16 | 9 | 0 | 34 | 60 | 183 | 11 | 0 | 254 | 672 |
| 05:45 PM | 12 | 25 | 71 | 0 | 108 | 18 | 251 | 5 | 0 | 274 | 9 | 15 | 14 | 0 | 38 | 55 | 157 | 9 | 0 | 221 | 641 |
| Total | 74 | 107 | 314 | 0 | 495 | 63 | 1107 | 21 | 0 | 1191 | 37 | 69 | 52 | 0 | 158 | 227 | 724 | 34 | 0 | 985 | 2829 |
| 06:00 PM | 21 | 26 | 55 | 0 | 102 | 8 | 181 | 5 | 0 | 194 | 12 | 7 | 16 | 0 | 35 | 48 | 173 | 10 | 0 | 231 | 562 |
| 06:15 PM | 13 | 27 | 54 | 1 | 95 | 16 | 174 | 6 | 0 | 196 | 8 | 9 | 16 | 0 | 33 | 33 | 125 | 20 | 0 | 178 | 502 |
| 06:30 PM | 12 | 23 | 53 | 0 | 88 | 9 | 142 | 6 | 0 | 157 | 6 | 13 | 14 | 0 | 33 | 22 | 125 | 4 | 0 | 151 | 429 |
| 06:45 PM | 8 | 19 | 33 | 0 | 60 | 16 | 191 | 3 | 0 | 210 | 6 | 6 | 7 | 0 | 19 | 30 | 89 | 3 | 0 | 122 | 411 |
| Total | 54 | 95 | 195 | 1 | 345 | 49 | 688 | 20 | 0 | 757 | 32 | 35 | 53 | 0 | 120 | 133 | 512 | 37 | 0 | 682 | 1904 |
| Grand Total | 934 | 815 | 2591 | 5 | 4345 | 523 | 9118 | 359 | 2 | 10002 | 582 | 806 | 782 | 4 | 2174 | 2547 | 9268 | 294 | 2 | 12111 | 28632 |
| Apprch % | 21.5 | 18.8 | 59.6 | 0.1 | | 5.2 | 91.2 | 3.6 | 0 | | 26.8 | 37.1 | 36 | 0.2 | | 21 | 76.5 | 2.4 | 0 | | |
| Total % | 3.3 | 2.8 | 9 | 0 | 15.2 | 1.8 | 31.8 | 1.3 | 0 | 34.9 | 2 | 2.8 | 2.7 | 0 | 7.6 | 8.9 | 32.4 | 1 | 0 | 42.3 | |
| Cars | 921 | 808 | 2534 | 0 | 4263 | 514 | 8597 | 340 | 0 | 9451 | 576 | 795 | 774 | 0 | 2145 | 2489 | 8746 | 286 | 0 | 11521 | 27380 |
| % Cars | 98.6 | 99.1 | 97.8 | 0 | 98.1 | 98.3 | 94.3 | 94.7 | 0 | 94.5 | 99 | 98.6 | 99 | 0 | 98.7 | 97.7 | 94.4 | 97.3 | 0 | 95.1 | 95.6 |
| Buses | 3 | 3 | 18 | 0 | 24 | 5 | 62 | 13 | 0 | 80 | 0 | 5 | 4 | 0 | 9 | 27 | 46 | 2 | 0 | 75 | 188 |
| % Buses | 0.3 | 0.4 | 0.7 | 0 | 0.6 | 1 | 0.7 | 3.6 | 0 | 0.8 | 0 | 0.6 | 0.5 | 0 | 0.4 | 1.1 | 0.5 | 0.7 | 0 | 0.6 | 0.7 |
| Trucks | 10 | 4 | 39 | 0 | 53 | 4 | 459 | 6 | 0 | 469 | 6 | 6 | 4 | 0 | 16 | 31 | 476 | 6 | 0 | 513 | 1051 |
| % Trucks | 1.1 | 0.5 | 1.5 | 0 | 1.2 | 0.8 | 5 | 1.7 | 0 | 4.7 | 1 | 0.7 | 0.5 | 0 | 0.7 | 1.2 | 5.1 | 2 | 0 | 4.2 | 3.7 |
| Pedestrians | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 2 | 2 | 13 |
| % Pedestrians | 0 | 0 | 0 | 100 | 0.1 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0.2 | 0 | 0 | 0 | 100 | 0 | 0 |



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File Name : Lone_Oak_Road_at_Friendship_Road_731432_12-04-2019
 Site Code : Site 10 - Wednesday
 Start Date : 12/4/2019
 Page No : 3

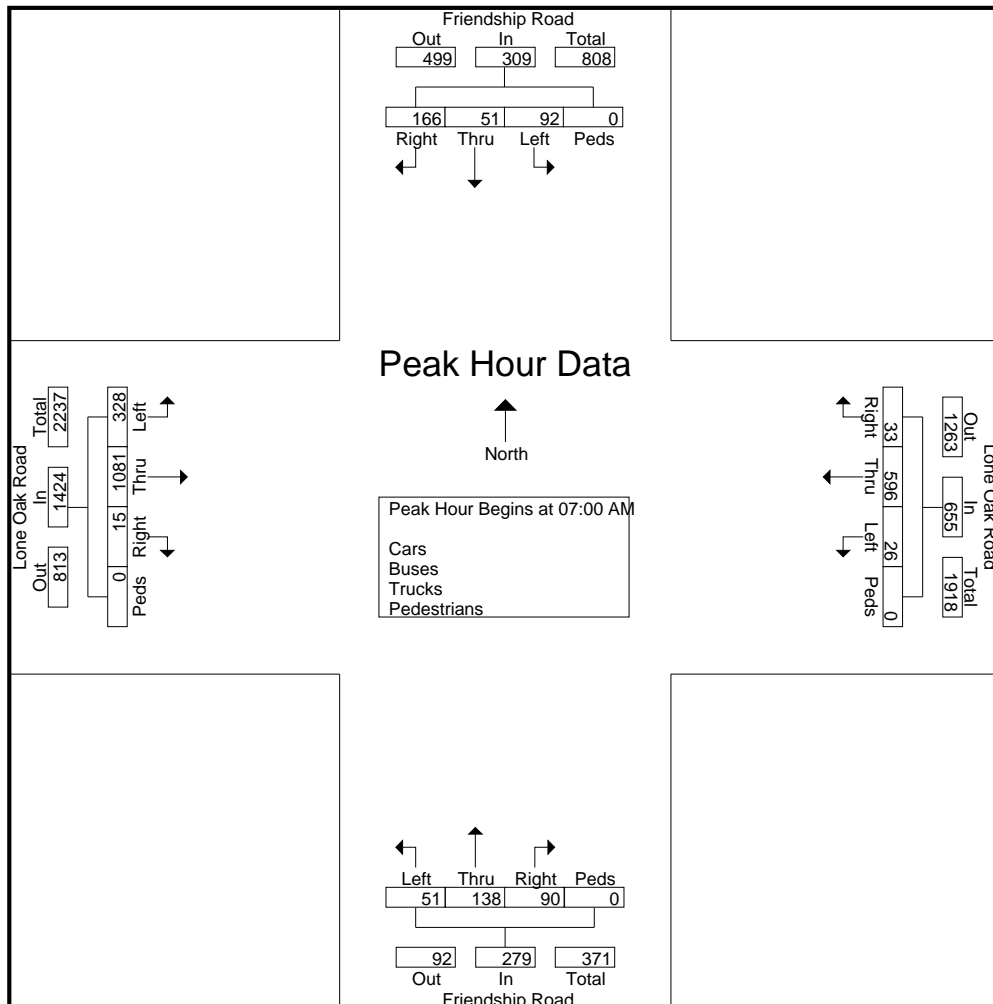




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File Name : Lone_Oak_Road_at_Friendship_Road_731432_12-04-2019
 Site Code : Site 10 - Wednesday
 Start Date : 12/4/2019
 Page No : 4

| Start Time | Friendship Road From North | | | | | Lone Oak Road From East | | | | | Friendship Road From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--|----------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 32 | 13 | 48 | 0 | 93 | 5 | 169 | 8 | 0 | 182 | 16 | 40 | 19 | 0 | 75 | 60 | 238 | 5 | 0 | 303 | 653 |
| 07:15 AM | 27 | 13 | 47 | 0 | 87 | 6 | 145 | 6 | 0 | 157 | 14 | 36 | 23 | 0 | 73 | 80 | 275 | 2 | 0 | 357 | 674 |
| 07:30 AM | 17 | 12 | 39 | 0 | 68 | 9 | 154 | 6 | 0 | 169 | 7 | 27 | 19 | 0 | 53 | 90 | 301 | 5 | 0 | 396 | 686 |
| 07:45 AM | 16 | 13 | 32 | 0 | 61 | 6 | 128 | 13 | 0 | 147 | 14 | 35 | 29 | 0 | 78 | 98 | 267 | 3 | 0 | 368 | 654 |
| Total Volume | 92 | 51 | 166 | 0 | 309 | 26 | 596 | 33 | 0 | 655 | 51 | 138 | 90 | 0 | 279 | 328 | 1081 | 15 | 0 | 1424 | 2667 |
| % App. Total | 29.8 | 16.5 | 53.7 | 0 | | 4 | 91 | 5 | 0 | | 18.3 | 49.5 | 32.3 | 0 | | 23 | 75.9 | 1.1 | 0 | | |
| PHF | .719 | .981 | .865 | .000 | .831 | .722 | .882 | .635 | .000 | .900 | .797 | .863 | .776 | .000 | .894 | .837 | .898 | .750 | .000 | .899 | .972 |

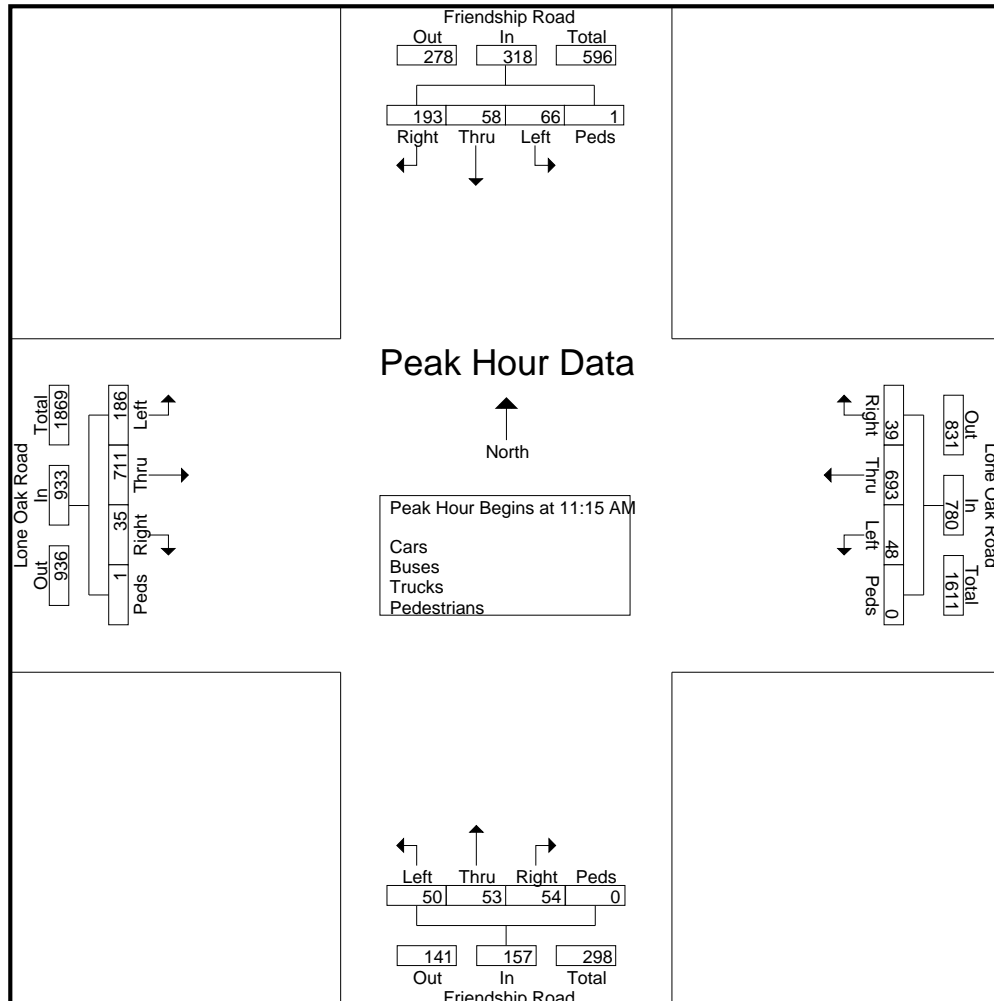




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File Name : Lone_Oak_Road_at_Friendship_Road_731432_12-04-2019
 Site Code : Site 10 - Wednesday
 Start Date : 12/4/2019
 Page No : 5

| Start Time | Friendship Road From North | | | | | Lone Oak Road From East | | | | | Friendship Road From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--|----------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:15 AM | 11 | 17 | 40 | 0 | 68 | 13 | 181 | 11 | 0 | 205 | 12 | 7 | 12 | 0 | 31 | 51 | 189 | 9 | 0 | 249 | 553 |
| 11:30 AM | 19 | 14 | 56 | 0 | 89 | 13 | 169 | 10 | 0 | 192 | 12 | 14 | 16 | 0 | 42 | 46 | 169 | 4 | 0 | 219 | 542 |
| 11:45 AM | 14 | 10 | 48 | 1 | 73 | 11 | 178 | 11 | 0 | 200 | 13 | 17 | 11 | 0 | 41 | 43 | 181 | 13 | 0 | 237 | 551 |
| 12:00 PM | 22 | 17 | 49 | 0 | 88 | 11 | 165 | 7 | 0 | 183 | 13 | 15 | 15 | 0 | 43 | 46 | 172 | 9 | 1 | 228 | 542 |
| Total Volume | 66 | 58 | 193 | 1 | 318 | 48 | 693 | 39 | 0 | 780 | 50 | 53 | 54 | 0 | 157 | 186 | 711 | 35 | 1 | 933 | 2188 |
| % App. Total | 20.8 | 18.2 | 60.7 | 0.3 | | 6.2 | 88.8 | 5 | 0 | | 31.8 | 33.8 | 34.4 | 0 | | 19.9 | 76.2 | 3.8 | 0.1 | | |
| PHF | .750 | .853 | .862 | .250 | .893 | .923 | .957 | .886 | .000 | .951 | .962 | .779 | .844 | .000 | .913 | .912 | .940 | .673 | .250 | .937 | .989 |

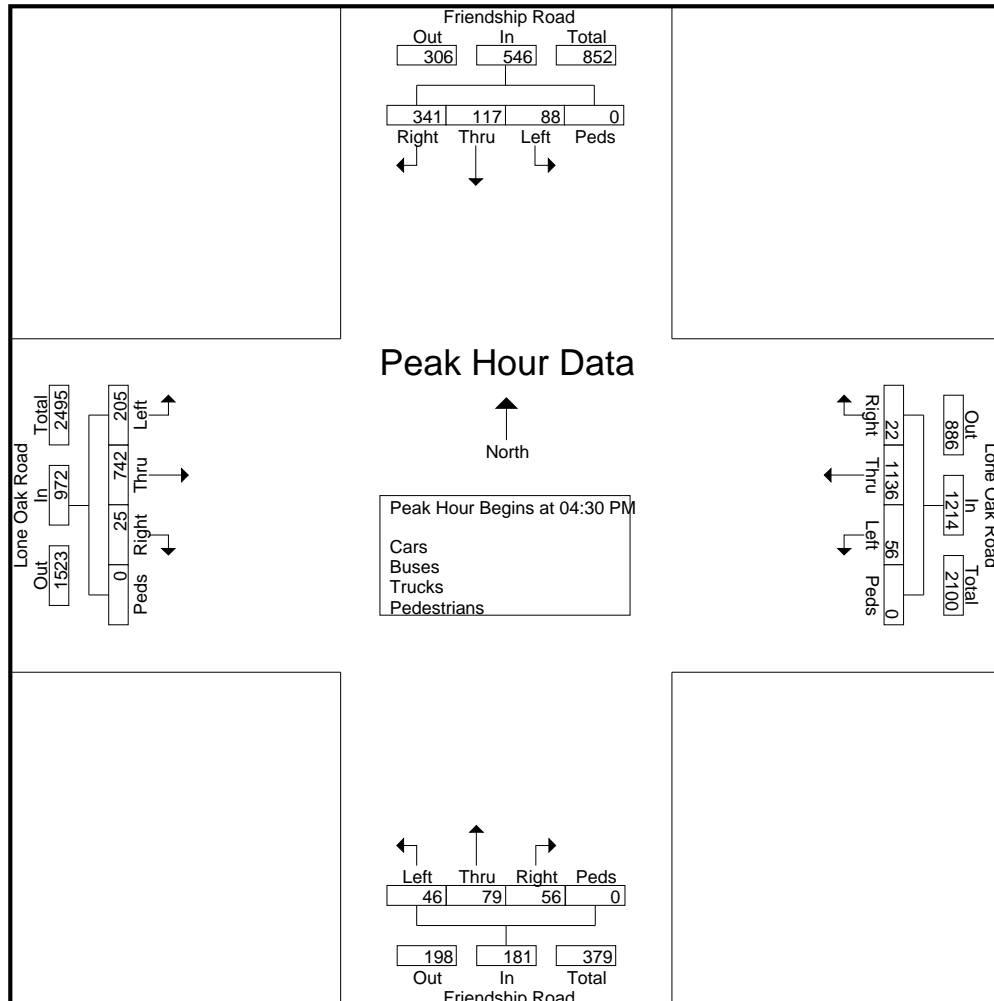




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File Name : Lone_Oak_Road_at_Friendship_Road_731432_12-04-2019
 Site Code : Site 10 - Wednesday
 Start Date : 12/4/2019
 Page No : 6

| Start Time | Friendship Road From North | | | | | Lone Oak Road From East | | | | | Friendship Road From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--|----------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|----------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 26 | 35 | 90 | 0 | 151 | 8 | 231 | 3 | 0 | 242 | 12 | 17 | 11 | 0 | 40 | 52 | 191 | 4 | 0 | 247 | 680 |
| 04:45 PM | 18 | 27 | 74 | 0 | 119 | 16 | 306 | 6 | 0 | 328 | 15 | 24 | 16 | 0 | 55 | 41 | 167 | 7 | 0 | 215 | 717 |
| 05:00 PM | 19 | 29 | 92 | 0 | 140 | 16 | 306 | 6 | 0 | 328 | 7 | 18 | 16 | 0 | 41 | 55 | 198 | 7 | 0 | 260 | 769 |
| 05:15 PM | 25 | 26 | 85 | 0 | 136 | 16 | 293 | 7 | 0 | 316 | 12 | 20 | 13 | 0 | 45 | 57 | 186 | 7 | 0 | 250 | 747 |
| Total Volume | 88 | 117 | 341 | 0 | 546 | 56 | 1136 | 22 | 0 | 1214 | 46 | 79 | 56 | 0 | 181 | 205 | 742 | 25 | 0 | 972 | 2913 |
| % App. Total | 16.1 | 21.4 | 62.5 | 0 | | 4.6 | 93.6 | 1.8 | 0 | | 25.4 | 43.6 | 30.9 | 0 | | 21.1 | 76.3 | 2.6 | 0 | | |
| PHF | .846 | .836 | .927 | .000 | .904 | .875 | .928 | .786 | .000 | .925 | .767 | .823 | .875 | .000 | .823 | .899 | .937 | .893 | .000 | .935 | .947 |





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75 Degrees - Sunny
 Schools in Session

File Name : Lone_Oak_Road_at_Highland_Boulevard_731428_12-04-2019
 Site Code : Site 7 - Wednesday
 Start Date : 12/4/2019
 Page No : 1

Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Lone Oak Road From East | | | | Highland Boulevard From South | | | | Lone Oak Road From West | | | | Int. Total |
|------------|-------------------------|------|------|------------|-------------------------------|-------|------|------------|-------------------------|-------|------|------------|------------|
| | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 06:00 AM | 2 | 39 | 0 | 41 | 7 | 8 | 0 | 15 | 70 | 2 | 0 | 72 | 128 |
| 06:15 AM | 3 | 48 | 0 | 51 | 13 | 2 | 0 | 15 | 85 | 5 | 0 | 90 | 156 |
| 06:30 AM | 3 | 68 | 0 | 71 | 17 | 16 | 0 | 33 | 137 | 8 | 0 | 145 | 249 |
| 06:45 AM | 8 | 69 | 0 | 77 | 16 | 26 | 0 | 42 | 171 | 7 | 0 | 178 | 297 |
| Total | 16 | 224 | 0 | 240 | 53 | 52 | 0 | 105 | 463 | 22 | 0 | 485 | 830 |
| 07:00 AM | 10 | 96 | 0 | 106 | 16 | 28 | 0 | 44 | 179 | 12 | 0 | 191 | 341 |
| 07:15 AM | 24 | 93 | 0 | 117 | 26 | 32 | 0 | 58 | 199 | 31 | 0 | 230 | 405 |
| 07:30 AM | 18 | 112 | 0 | 130 | 39 | 46 | 0 | 85 | 236 | 49 | 0 | 285 | 500 |
| 07:45 AM | 13 | 107 | 0 | 120 | 26 | 34 | 0 | 60 | 245 | 15 | 0 | 260 | 440 |
| Total | 65 | 408 | 0 | 473 | 107 | 140 | 0 | 247 | 859 | 107 | 0 | 966 | 1686 |
| 08:00 AM | 14 | 96 | 0 | 110 | 11 | 15 | 0 | 26 | 221 | 14 | 0 | 235 | 371 |
| 08:15 AM | 8 | 79 | 0 | 87 | 26 | 28 | 0 | 54 | 215 | 5 | 0 | 220 | 361 |
| 08:30 AM | 11 | 98 | 0 | 109 | 8 | 16 | 0 | 24 | 164 | 16 | 0 | 180 | 313 |
| 08:45 AM | 10 | 114 | 0 | 124 | 17 | 13 | 0 | 30 | 165 | 9 | 0 | 174 | 328 |
| Total | 43 | 387 | 0 | 430 | 62 | 72 | 0 | 134 | 765 | 44 | 0 | 809 | 1373 |
| 09:00 AM | 5 | 118 | 0 | 123 | 17 | 13 | 0 | 30 | 166 | 8 | 0 | 174 | 327 |
| 09:15 AM | 5 | 123 | 0 | 128 | 10 | 15 | 0 | 25 | 171 | 8 | 0 | 179 | 332 |
| 09:30 AM | 10 | 94 | 0 | 104 | 12 | 16 | 0 | 28 | 177 | 11 | 0 | 188 | 320 |
| 09:45 AM | 12 | 112 | 0 | 124 | 15 | 12 | 0 | 27 | 185 | 6 | 0 | 191 | 342 |
| Total | 32 | 447 | 0 | 479 | 54 | 56 | 0 | 110 | 699 | 33 | 0 | 732 | 1321 |
| 10:00 AM | 4 | 121 | 0 | 125 | 7 | 8 | 0 | 15 | 162 | 9 | 0 | 171 | 311 |
| 10:15 AM | 5 | 121 | 0 | 126 | 10 | 13 | 0 | 23 | 196 | 3 | 0 | 199 | 348 |
| 10:30 AM | 8 | 134 | 0 | 142 | 11 | 12 | 0 | 23 | 150 | 10 | 0 | 160 | 325 |
| 10:45 AM | 12 | 126 | 0 | 138 | 8 | 4 | 0 | 12 | 181 | 9 | 0 | 190 | 340 |
| Total | 29 | 502 | 0 | 531 | 36 | 37 | 0 | 73 | 689 | 31 | 0 | 720 | 1324 |
| 11:00 AM | 16 | 141 | 0 | 157 | 7 | 11 | 0 | 18 | 139 | 8 | 0 | 147 | 322 |
| 11:15 AM | 12 | 143 | 0 | 155 | 15 | 21 | 0 | 36 | 170 | 10 | 0 | 180 | 371 |
| 11:30 AM | 11 | 149 | 0 | 160 | 14 | 18 | 0 | 32 | 157 | 8 | 0 | 165 | 357 |
| 11:45 AM | 13 | 152 | 0 | 165 | 13 | 16 | 0 | 29 | 150 | 11 | 0 | 161 | 355 |
| Total | 52 | 585 | 0 | 637 | 49 | 66 | 0 | 115 | 616 | 37 | 0 | 653 | 1405 |
| 12:00 PM | 12 | 157 | 0 | 169 | 9 | 6 | 0 | 15 | 182 | 13 | 0 | 195 | 379 |
| 12:15 PM | 8 | 146 | 0 | 154 | 11 | 12 | 0 | 23 | 175 | 23 | 0 | 198 | 375 |
| 12:30 PM | 6 | 151 | 0 | 157 | 13 | 10 | 0 | 23 | 183 | 10 | 0 | 193 | 373 |
| 12:45 PM | 14 | 137 | 0 | 151 | 17 | 13 | 0 | 30 | 190 | 11 | 0 | 201 | 382 |
| Total | 40 | 591 | 0 | 631 | 50 | 41 | 0 | 91 | 730 | 57 | 0 | 787 | 1509 |
| 01:00 PM | 8 | 151 | 0 | 159 | 17 | 20 | 0 | 37 | 168 | 7 | 0 | 175 | 371 |
| 01:15 PM | 16 | 159 | 0 | 175 | 8 | 13 | 0 | 21 | 145 | 10 | 0 | 155 | 351 |
| 01:30 PM | 24 | 153 | 0 | 177 | 11 | 18 | 0 | 29 | 202 | 11 | 0 | 213 | 419 |
| 01:45 PM | 15 | 148 | 0 | 163 | 18 | 10 | 0 | 28 | 143 | 14 | 0 | 157 | 348 |
| Total | 63 | 611 | 0 | 674 | 54 | 61 | 0 | 115 | 658 | 42 | 0 | 700 | 1489 |
| 02:00 PM | 12 | 154 | 0 | 166 | 21 | 21 | 1 | 43 | 145 | 16 | 0 | 161 | 370 |
| 02:15 PM | 23 | 166 | 0 | 189 | 10 | 20 | 0 | 30 | 180 | 27 | 0 | 207 | 426 |
| 02:30 PM | 32 | 212 | 0 | 244 | 40 | 38 | 0 | 78 | 163 | 16 | 0 | 179 | 501 |
| 02:45 PM | 22 | 147 | 0 | 169 | 14 | 24 | 0 | 38 | 176 | 19 | 0 | 195 | 402 |
| Total | 89 | 679 | 0 | 768 | 85 | 103 | 1 | 189 | 664 | 78 | 0 | 742 | 1699 |



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File Name : Lone_Oak_Road_at_Highland_Boulevard_731428_12-04-2019

Site Code : Site 7 - Wednesday

Start Date : 12/4/2019

Page No : 2

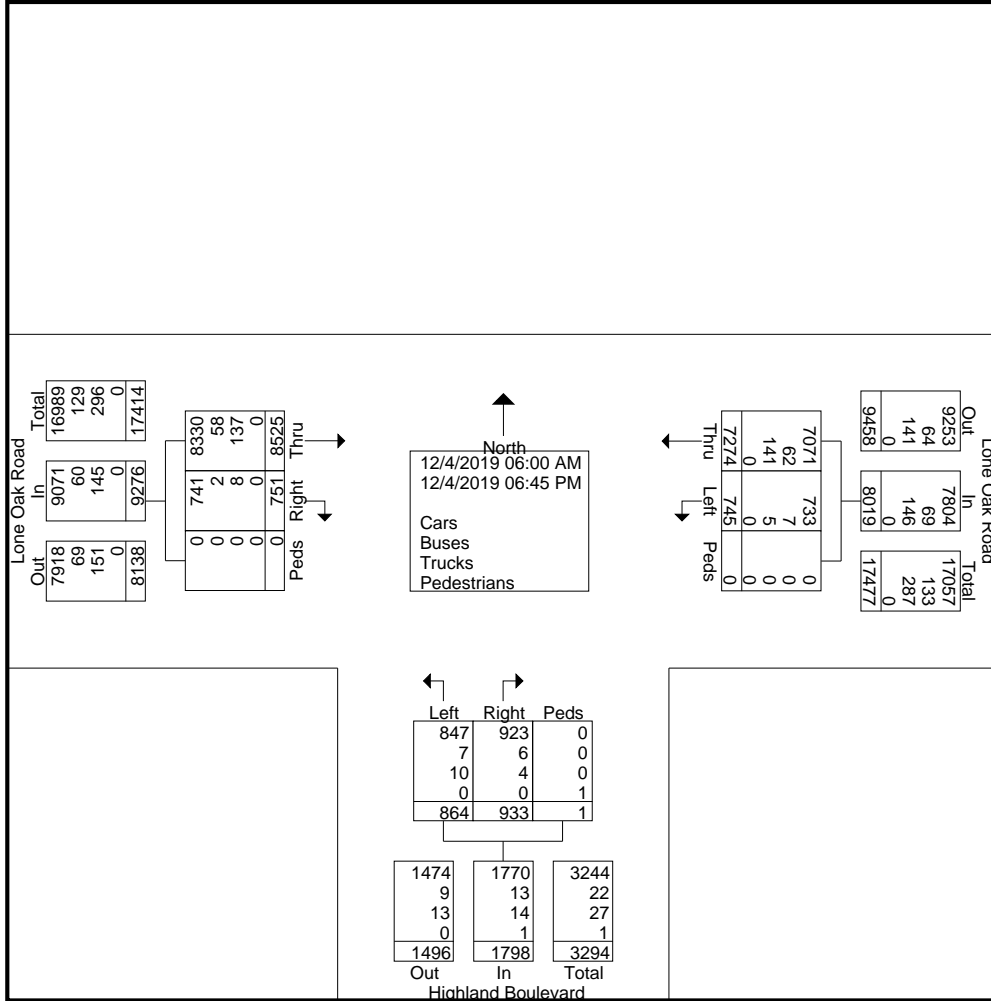
Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Lone Oak Road From East | | | | Highland Boulevard From South | | | | Lone Oak Road From West | | | | Int. Total |
|---------------|----------------------------|------|------|------------|----------------------------------|-------|------|------------|----------------------------|-------|------|------------|------------|
| | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | |
| 03:00 PM | 18 | 166 | 0 | 184 | 11 | 16 | 0 | 27 | 178 | 15 | 0 | 193 | 404 |
| 03:15 PM | 21 | 200 | 0 | 221 | 19 | 18 | 0 | 37 | 164 | 19 | 0 | 183 | 441 |
| 03:30 PM | 17 | 199 | 0 | 216 | 26 | 22 | 0 | 48 | 198 | 18 | 0 | 216 | 480 |
| 03:45 PM | 22 | 209 | 0 | 231 | 29 | 25 | 0 | 54 | 146 | 10 | 0 | 156 | 441 |
| Total | 78 | 774 | 0 | 852 | 85 | 81 | 0 | 166 | 686 | 62 | 0 | 748 | 1766 |
| 04:00 PM | 24 | 194 | 0 | 218 | 16 | 26 | 0 | 42 | 165 | 23 | 0 | 188 | 448 |
| 04:15 PM | 19 | 191 | 0 | 210 | 19 | 19 | 0 | 38 | 155 | 15 | 0 | 170 | 418 |
| 04:30 PM | 24 | 225 | 0 | 249 | 13 | 18 | 0 | 31 | 165 | 19 | 0 | 184 | 464 |
| 04:45 PM | 24 | 229 | 0 | 253 | 19 | 20 | 0 | 39 | 160 | 26 | 0 | 186 | 478 |
| Total | 91 | 839 | 0 | 930 | 67 | 83 | 0 | 150 | 645 | 83 | 0 | 728 | 1808 |
| 05:00 PM | 29 | 216 | 0 | 245 | 26 | 23 | 0 | 49 | 167 | 19 | 0 | 186 | 480 |
| 05:15 PM | 20 | 207 | 0 | 227 | 26 | 17 | 0 | 43 | 152 | 26 | 0 | 178 | 448 |
| 05:30 PM | 21 | 151 | 0 | 172 | 17 | 17 | 0 | 34 | 154 | 15 | 0 | 169 | 375 |
| 05:45 PM | 28 | 128 | 0 | 156 | 18 | 29 | 0 | 47 | 146 | 21 | 0 | 167 | 370 |
| Total | 98 | 702 | 0 | 800 | 87 | 86 | 0 | 173 | 619 | 81 | 0 | 700 | 1673 |
| 06:00 PM | 16 | 153 | 0 | 169 | 35 | 19 | 0 | 54 | 116 | 40 | 0 | 156 | 379 |
| 06:15 PM | 12 | 155 | 0 | 167 | 16 | 11 | 0 | 27 | 112 | 13 | 0 | 125 | 319 |
| 06:30 PM | 9 | 101 | 0 | 110 | 10 | 11 | 0 | 21 | 107 | 7 | 0 | 114 | 245 |
| 06:45 PM | 12 | 116 | 0 | 128 | 14 | 14 | 0 | 28 | 97 | 14 | 0 | 111 | 267 |
| Total | 49 | 525 | 0 | 574 | 75 | 55 | 0 | 130 | 432 | 74 | 0 | 506 | 1210 |
| Grand Total | 745 | 7274 | 0 | 8019 | 864 | 933 | 1 | 1798 | 8525 | 751 | 0 | 9276 | 19093 |
| Apprch % | 9.3 | 90.7 | 0 | | 48.1 | 51.9 | 0.1 | | 91.9 | 8.1 | 0 | | |
| Total % | 3.9 | 38.1 | 0 | 42 | 4.5 | 4.9 | 0 | 9.4 | 44.6 | 3.9 | 0 | 48.6 | |
| Cars | 733 | 7071 | 0 | 7804 | 847 | 923 | 0 | 1770 | 8330 | 741 | 0 | 9071 | 18645 |
| % Cars | 98.4 | 97.2 | 0 | 97.3 | 98 | 98.9 | 0 | 98.4 | 97.7 | 98.7 | 0 | 97.8 | 97.7 |
| Buses | 7 | 62 | 0 | 69 | 7 | 6 | 0 | 13 | 58 | 2 | 0 | 60 | 142 |
| % Buses | 0.9 | 0.9 | 0 | 0.9 | 0.8 | 0.6 | 0 | 0.7 | 0.7 | 0.3 | 0 | 0.6 | 0.7 |
| Trucks | 5 | 141 | 0 | 146 | 10 | 4 | 0 | 14 | 137 | 8 | 0 | 145 | 305 |
| % Trucks | 0.7 | 1.9 | 0 | 1.8 | 1.2 | 0.4 | 0 | 0.8 | 1.6 | 1.1 | 0 | 1.6 | 1.6 |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| % Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0.1 | 0 | 0 | 0 | 0 | 0 |



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File Name : Lone_Oak_Road_at_Highland_Boulevard_731428_12-04-2019
 Site Code : Site 7 - Wednesday
 Start Date : 12/4/2019
 Page No : 3

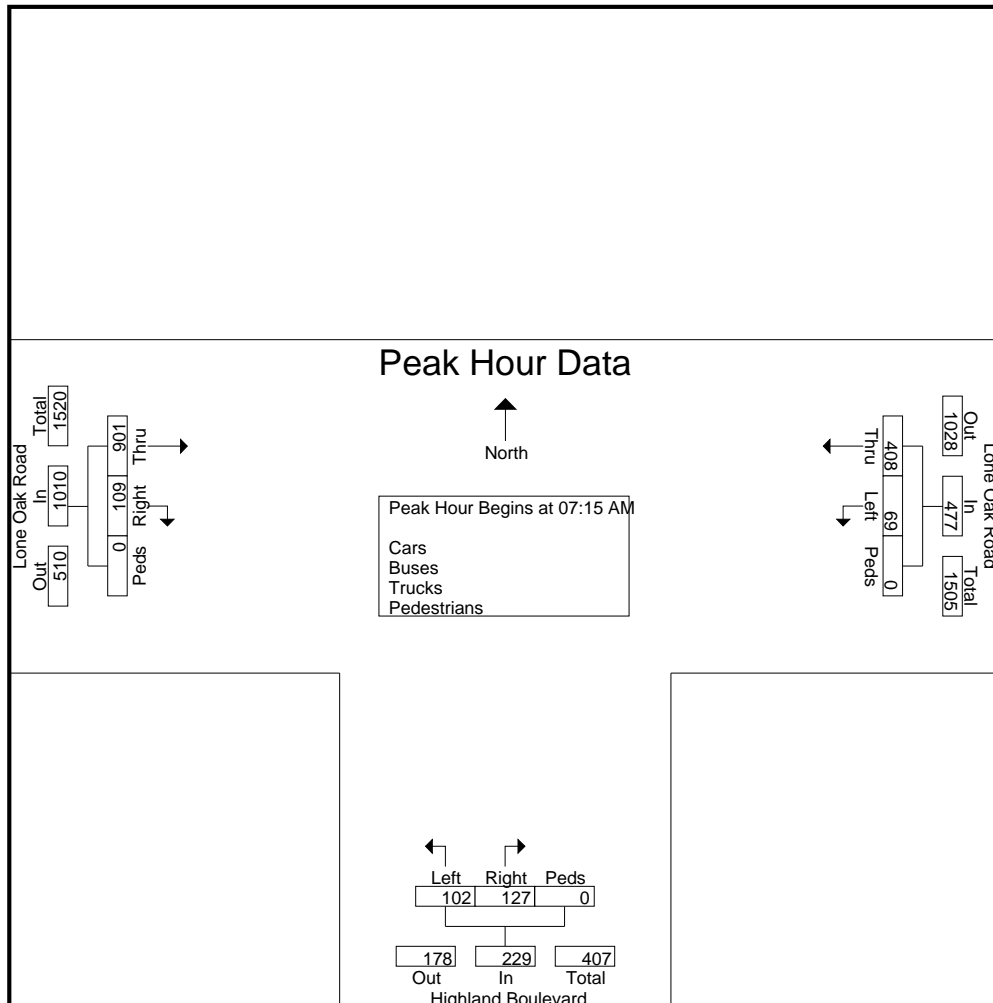




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File Name : Lone_Oak_Road_at_Highland_Boulevard_731428_12-04-2019
 Site Code : Site 7 - Wednesday
 Start Date : 12/4/2019
 Page No : 4

| Start Time | Lone Oak Road From East | | | | Highland Boulevard From South | | | | Lone Oak Road From West | | | | Int. Total |
|--|-------------------------|------|------|------------|-------------------------------|-------|------|------------|-------------------------|-------|------|------------|------------|
| | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | |
| 07:15 AM | 24 | 93 | 0 | 117 | 26 | 32 | 0 | 58 | 199 | 31 | 0 | 230 | 405 |
| 07:30 AM | 18 | 112 | 0 | 130 | 39 | 46 | 0 | 85 | 236 | 49 | 0 | 285 | 500 |
| 07:45 AM | 13 | 107 | 0 | 120 | 26 | 34 | 0 | 60 | 245 | 15 | 0 | 260 | 440 |
| 08:00 AM | 14 | 96 | 0 | 110 | 11 | 15 | 0 | 26 | 221 | 14 | 0 | 235 | 371 |
| Total Volume | 69 | 408 | 0 | 477 | 102 | 127 | 0 | 229 | 901 | 109 | 0 | 1010 | 1716 |
| % App. Total | 14.5 | 85.5 | 0 | | 44.5 | 55.5 | 0 | | 89.2 | 10.8 | 0 | | |
| PHF | .719 | .911 | .000 | .917 | .654 | .690 | .000 | .674 | .919 | .556 | .000 | .886 | .858 |

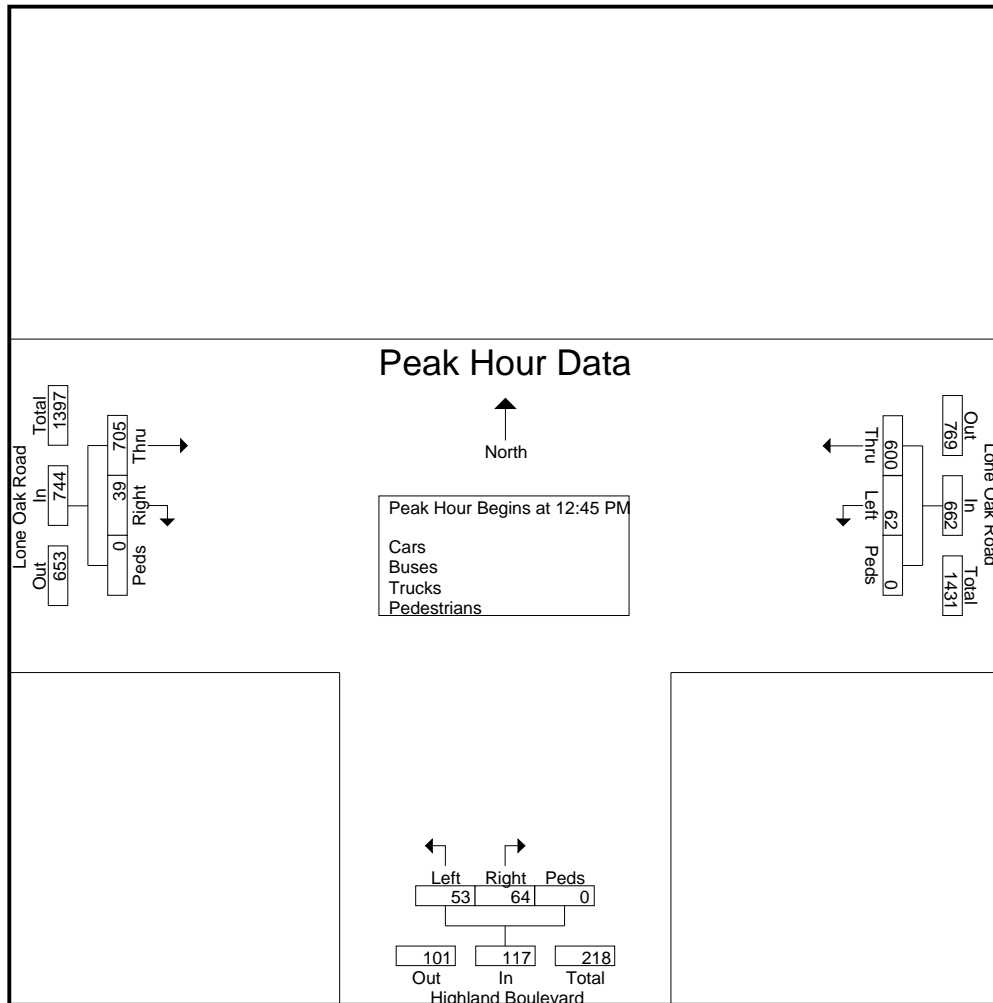




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File Name : Lone_Oak_Road_at_Highland_Boulevard_731428_12-04-2019
 Site Code : Site 7 - Wednesday
 Start Date : 12/4/2019
 Page No : 5

| Start Time | Lone Oak Road From East | | | | Highland Boulevard From South | | | | Lone Oak Road From West | | | | Int. Total |
|--|-------------------------|------|------|------------|-------------------------------|-------|------|------------|-------------------------|-------|------|------------|------------|
| | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:45 PM | | | | | | | | | | | | | |
| 12:45 PM | 14 | 137 | 0 | 151 | 17 | 13 | 0 | 30 | 190 | 11 | 0 | 201 | 382 |
| 01:00 PM | 8 | 151 | 0 | 159 | 17 | 20 | 0 | 37 | 168 | 7 | 0 | 175 | 371 |
| 01:15 PM | 16 | 159 | 0 | 175 | 8 | 13 | 0 | 21 | 145 | 10 | 0 | 155 | 351 |
| 01:30 PM | 24 | 153 | 0 | 177 | 11 | 18 | 0 | 29 | 202 | 11 | 0 | 213 | 419 |
| Total Volume | 62 | 600 | 0 | 662 | 53 | 64 | 0 | 117 | 705 | 39 | 0 | 744 | 1523 |
| % App. Total | 9.4 | 90.6 | 0 | | 45.3 | 54.7 | 0 | | 94.8 | 5.2 | 0 | | |
| PHF | .646 | .943 | .000 | .935 | .779 | .800 | .000 | .791 | .873 | .886 | .000 | .873 | .909 |

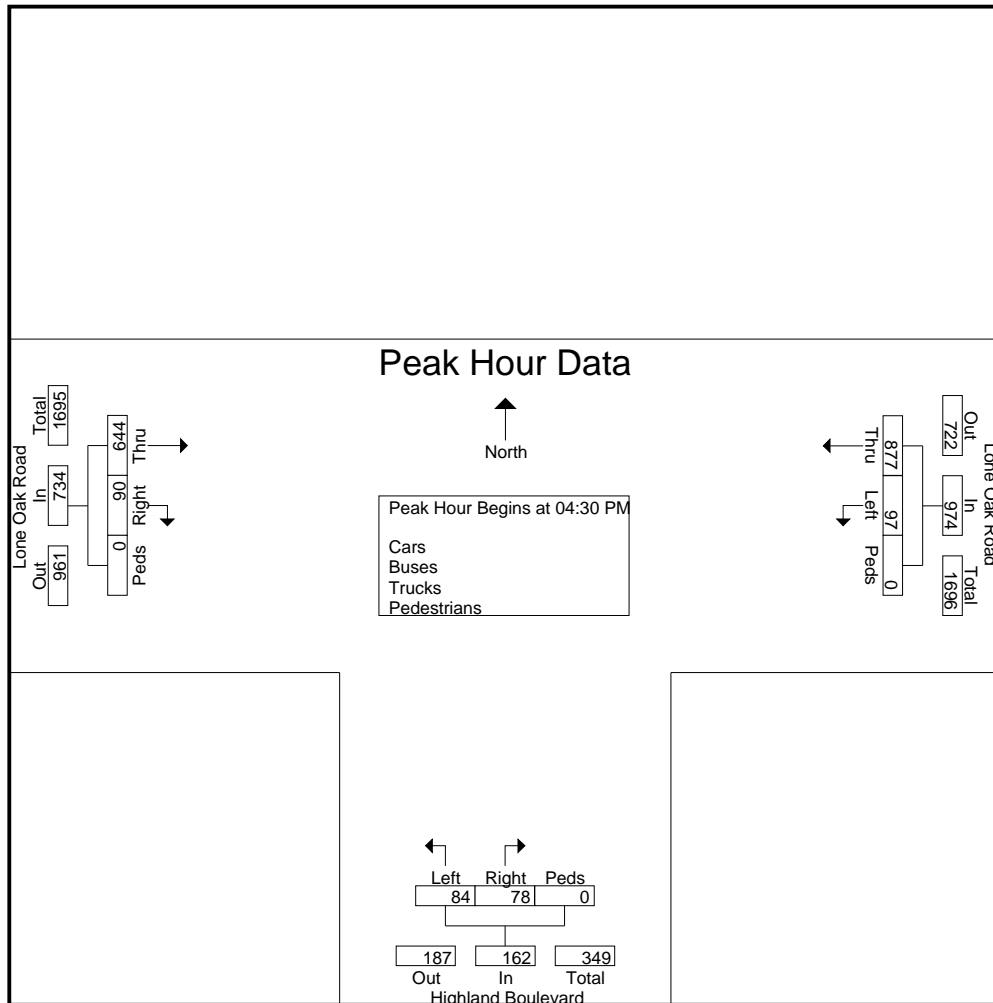




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File Name : Lone_Oak_Road_at_Highland_Boulevard_731428_12-04-2019
 Site Code : Site 7 - Wednesday
 Start Date : 12/4/2019
 Page No : 6

| Start Time | Lone Oak Road From East | | | | Highland Boulevard From South | | | | Lone Oak Road From West | | | | Int. Total |
|--|-------------------------|------------|------|------------|-------------------------------|-----------|------|------------|-------------------------|-----------|------|------------|------------|
| | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | |
| 04:30 PM | 24 | 225 | 0 | 249 | 13 | 18 | 0 | 31 | 165 | 19 | 0 | 184 | 464 |
| 04:45 PM | 24 | 229 | 0 | 253 | 19 | 20 | 0 | 39 | 160 | 26 | 0 | 186 | 478 |
| 05:00 PM | 29 | 216 | 0 | 245 | 26 | 23 | 0 | 49 | 167 | 19 | 0 | 186 | 480 |
| 05:15 PM | 20 | 207 | 0 | 227 | 26 | 17 | 0 | 43 | 152 | 26 | 0 | 178 | 448 |
| Total Volume | 97 | 877 | 0 | 974 | 84 | 78 | 0 | 162 | 644 | 90 | 0 | 734 | 1870 |
| % App. Total | 10 | 90 | 0 | | 51.9 | 48.1 | 0 | | 87.7 | 12.3 | 0 | | |
| PHF | .836 | .957 | .000 | .962 | .808 | .848 | .000 | .827 | .964 | .865 | .000 | .987 | .974 |





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75 Degrees - Sunny
 Schools in Session

File Name : Lone_Oak_Road_at_Jackson_Street_731426_12-04-2019
 Site Code : Site 5 - Wednesday
 Start Date : 12/4/2019
 Page No : 1

Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Lone Oak Road From North | | | | | Jackson Street From East | | | | | Lone Oak Road From South | | | | | Jackson Street From West | | | | | Int. Total |
|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 06:00 AM | 1 | 21 | 7 | 0 | 29 | 15 | 27 | 0 | 0 | 42 | 5 | 33 | 37 | 0 | 75 | 5 | 14 | 0 | 0 | 19 | 165 |
| 06:15 AM | 2 | 24 | 5 | 0 | 31 | 23 | 27 | 1 | 0 | 51 | 5 | 28 | 67 | 0 | 100 | 6 | 41 | 9 | 0 | 56 | 238 |
| 06:30 AM | 4 | 30 | 9 | 0 | 43 | 26 | 35 | 7 | 0 | 68 | 12 | 61 | 77 | 0 | 150 | 18 | 58 | 6 | 0 | 82 | 343 |
| 06:45 AM | 3 | 48 | 15 | 0 | 66 | 31 | 44 | 12 | 0 | 87 | 13 | 73 | 108 | 0 | 194 | 27 | 101 | 8 | 0 | 136 | 483 |
| Total | 10 | 123 | 36 | 0 | 169 | 95 | 133 | 20 | 0 | 248 | 35 | 195 | 289 | 0 | 519 | 56 | 214 | 23 | 0 | 293 | 1229 |
| 07:00 AM | 3 | 52 | 19 | 0 | 74 | 47 | 40 | 30 | 0 | 117 | 8 | 92 | 93 | 0 | 193 | 29 | 72 | 14 | 0 | 115 | 499 |
| 07:15 AM | 6 | 54 | 19 | 0 | 79 | 50 | 63 | 24 | 0 | 137 | 19 | 94 | 131 | 0 | 244 | 36 | 89 | 20 | 0 | 145 | 605 |
| 07:30 AM | 6 | 50 | 37 | 0 | 93 | 54 | 82 | 11 | 0 | 147 | 16 | 104 | 141 | 0 | 261 | 32 | 104 | 26 | 0 | 162 | 663 |
| 07:45 AM | 22 | 60 | 34 | 0 | 116 | 52 | 72 | 7 | 0 | 131 | 16 | 108 | 162 | 0 | 286 | 35 | 117 | 31 | 0 | 183 | 716 |
| Total | 37 | 216 | 109 | 0 | 362 | 203 | 257 | 72 | 0 | 532 | 59 | 398 | 527 | 0 | 984 | 132 | 382 | 91 | 0 | 605 | 2483 |
| 08:00 AM | 7 | 48 | 26 | 0 | 81 | 42 | 67 | 6 | 0 | 115 | 10 | 82 | 127 | 0 | 219 | 36 | 79 | 27 | 0 | 142 | 557 |
| 08:15 AM | 4 | 39 | 16 | 0 | 59 | 45 | 63 | 16 | 0 | 124 | 8 | 100 | 106 | 1 | 215 | 29 | 78 | 24 | 0 | 131 | 529 |
| 08:30 AM | 7 | 58 | 19 | 0 | 84 | 49 | 44 | 5 | 0 | 98 | 14 | 82 | 103 | 0 | 199 | 35 | 77 | 16 | 0 | 128 | 509 |
| 08:45 AM | 5 | 56 | 21 | 0 | 82 | 70 | 42 | 11 | 0 | 123 | 9 | 66 | 84 | 0 | 159 | 40 | 67 | 23 | 0 | 130 | 494 |
| Total | 23 | 201 | 82 | 0 | 306 | 206 | 216 | 38 | 0 | 460 | 41 | 330 | 420 | 1 | 792 | 140 | 301 | 90 | 0 | 531 | 2089 |
| 09:00 AM | 10 | 50 | 27 | 0 | 87 | 53 | 64 | 7 | 0 | 124 | 11 | 69 | 83 | 1 | 164 | 26 | 58 | 14 | 0 | 98 | 473 |
| 09:15 AM | 10 | 53 | 30 | 0 | 93 | 56 | 54 | 11 | 0 | 121 | 19 | 65 | 93 | 0 | 177 | 24 | 68 | 10 | 0 | 102 | 493 |
| 09:30 AM | 5 | 45 | 22 | 0 | 72 | 53 | 74 | 7 | 0 | 134 | 11 | 54 | 101 | 0 | 166 | 21 | 57 | 11 | 1 | 90 | 462 |
| 09:45 AM | 5 | 55 | 24 | 0 | 84 | 73 | 57 | 4 | 0 | 134 | 19 | 69 | 107 | 0 | 195 | 33 | 55 | 11 | 0 | 99 | 512 |
| Total | 30 | 203 | 103 | 0 | 336 | 235 | 249 | 29 | 0 | 513 | 60 | 257 | 384 | 1 | 702 | 104 | 238 | 46 | 1 | 389 | 1940 |
| 10:00 AM | 4 | 58 | 20 | 0 | 82 | 65 | 62 | 6 | 0 | 133 | 24 | 67 | 85 | 0 | 176 | 24 | 75 | 16 | 0 | 115 | 506 |
| 10:15 AM | 5 | 45 | 25 | 0 | 75 | 89 | 51 | 6 | 0 | 146 | 17 | 68 | 125 | 0 | 210 | 21 | 75 | 17 | 0 | 113 | 544 |
| 10:30 AM | 10 | 55 | 20 | 0 | 85 | 63 | 66 | 9 | 0 | 138 | 12 | 59 | 80 | 0 | 151 | 24 | 72 | 21 | 0 | 117 | 491 |
| 10:45 AM | 0 | 49 | 22 | 0 | 71 | 84 | 80 | 2 | 0 | 166 | 14 | 67 | 88 | 0 | 169 | 46 | 73 | 24 | 0 | 143 | 549 |
| Total | 19 | 207 | 87 | 0 | 313 | 301 | 259 | 23 | 0 | 583 | 67 | 261 | 378 | 0 | 706 | 115 | 295 | 78 | 0 | 488 | 2090 |
| 11:00 AM | 10 | 70 | 21 | 0 | 101 | 74 | 57 | 9 | 0 | 140 | 22 | 60 | 84 | 0 | 166 | 40 | 70 | 13 | 0 | 123 | 530 |
| 11:15 AM | 16 | 77 | 24 | 0 | 117 | 75 | 59 | 11 | 0 | 145 | 20 | 65 | 97 | 0 | 182 | 32 | 63 | 17 | 0 | 112 | 556 |
| 11:30 AM | 6 | 51 | 26 | 0 | 83 | 92 | 78 | 6 | 0 | 176 | 18 | 82 | 98 | 0 | 198 | 33 | 93 | 19 | 0 | 145 | 602 |
| 11:45 AM | 8 | 78 | 34 | 0 | 120 | 84 | 67 | 8 | 0 | 159 | 26 | 83 | 77 | 0 | 186 | 33 | 57 | 13 | 0 | 103 | 568 |
| Total | 40 | 276 | 105 | 0 | 421 | 325 | 261 | 34 | 0 | 620 | 86 | 290 | 356 | 0 | 732 | 138 | 283 | 62 | 0 | 483 | 2256 |
| 12:00 PM | 12 | 94 | 28 | 0 | 134 | 74 | 75 | 10 | 0 | 159 | 30 | 78 | 86 | 0 | 194 | 25 | 79 | 9 | 0 | 113 | 600 |
| 12:15 PM | 9 | 60 | 35 | 0 | 104 | 86 | 80 | 14 | 0 | 180 | 24 | 76 | 84 | 1 | 185 | 43 | 69 | 16 | 1 | 129 | 598 |
| 12:30 PM | 10 | 73 | 33 | 0 | 116 | 77 | 73 | 9 | 0 | 159 | 12 | 64 | 112 | 0 | 188 | 17 | 78 | 15 | 0 | 110 | 573 |
| 12:45 PM | 9 | 68 | 29 | 0 | 106 | 72 | 73 | 12 | 0 | 157 | 16 | 62 | 124 | 0 | 202 | 27 | 71 | 17 | 0 | 115 | 580 |
| Total | 40 | 295 | 125 | 0 | 460 | 309 | 301 | 45 | 0 | 655 | 82 | 280 | 406 | 1 | 769 | 112 | 297 | 57 | 1 | 467 | 2351 |
| 01:00 PM | 13 | 87 | 24 | 0 | 124 | 72 | 66 | 9 | 0 | 147 | 16 | 59 | 98 | 0 | 173 | 36 | 64 | 16 | 0 | 116 | 560 |
| 01:15 PM | 9 | 72 | 18 | 0 | 99 | 98 | 72 | 10 | 0 | 180 | 19 | 69 | 94 | 0 | 182 | 29 | 73 | 13 | 0 | 115 | 576 |
| 01:30 PM | 4 | 73 | 22 | 0 | 99 | 86 | 62 | 9 | 0 | 157 | 19 | 88 | 103 | 0 | 210 | 23 | 85 | 17 | 0 | 125 | 591 |
| 01:45 PM | 9 | 68 | 32 | 1 | 110 | 88 | 72 | 11 | 0 | 171 | 16 | 61 | 78 | 0 | 155 | 29 | 83 | 22 | 0 | 134 | 570 |
| Total | 35 | 300 | 96 | 1 | 432 | 344 | 272 | 39 | 0 | 655 | 70 | 277 | 373 | 0 | 720 | 117 | 305 | 68 | 0 | 490 | 2297 |
| 02:00 PM | 4 | 76 | 33 | 0 | 113 | 82 | 65 | 11 | 0 | 158 | 23 | 55 | 94 | 0 | 172 | 30 | 67 | 22 | 0 | 119 | 562 |
| 02:15 PM | 5 | 74 | 26 | 0 | 105 | 117 | 65 | 10 | 0 | 192 | 19 | 80 | 89 | 0 | 188 | 37 | 81 | 28 | 0 | 146 | 631 |
| 02:30 PM | 14 | 100 | 27 | 0 | 141 | 114 | 76 | 19 | 0 | 209 | 23 | 77 | 108 | 0 | 208 | 27 | 65 | 23 | 0 | 115 | 673 |
| 02:45 PM | 6 | 68 | 35 | 0 | 109 | 78 | 80 | 8 | 0 | 166 | 24 | 91 | 115 | 0 | 230 | 29 | 81 | 22 | 0 | 132 | 637 |
| Total | 29 | 318 | 121 | 0 | 468 | 391 | 286 | 48 | 0 | 725 | 89 | 303 | 406 | 0 | 798 | 123 | 294 | 95 | 0 | 512 | 2503 |



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File Name : Lone_Oak_Road_at_Jackson_Street_731426_12-04-2019

Site Code : Site 5 - Wednesday

Start Date : 12/4/2019

Page No : 2

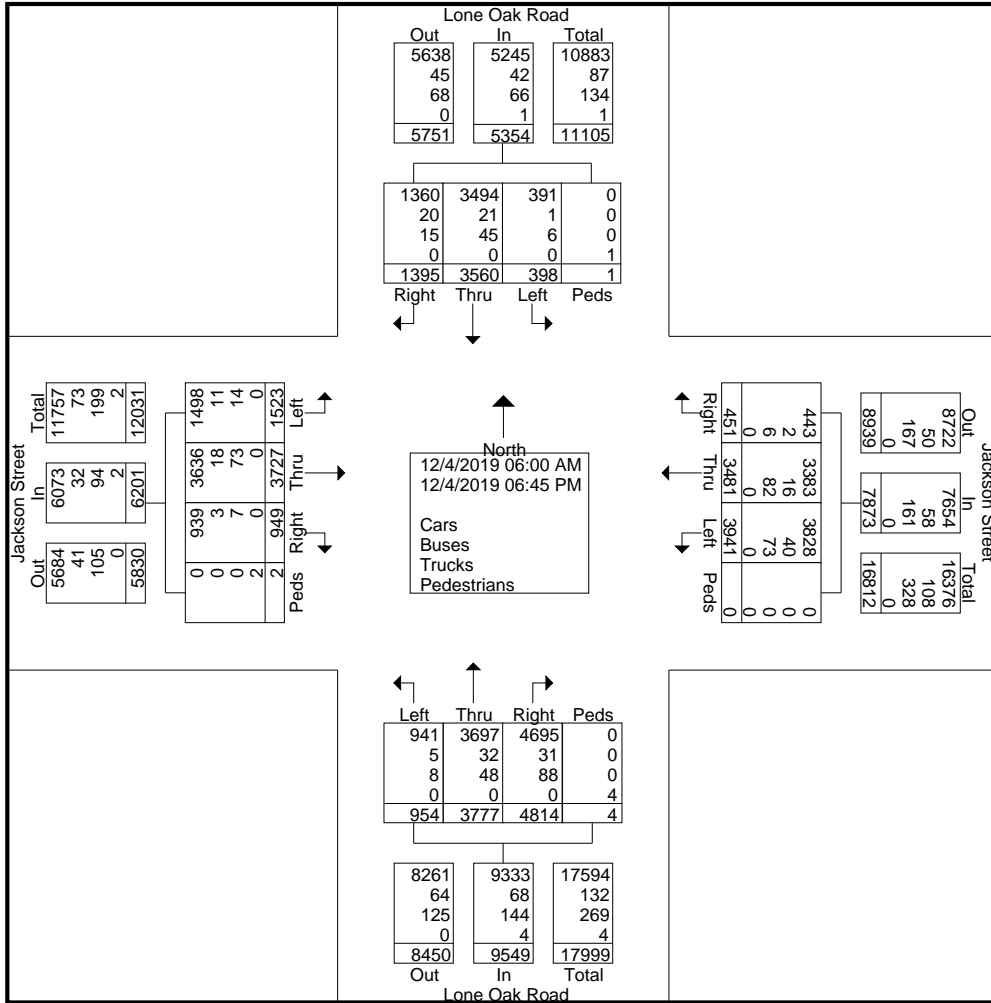
Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Lone Oak Road From North | | | | | Jackson Street From East | | | | | Lone Oak Road From South | | | | | Jackson Street From West | | | | | Int. Total |
|---------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 03:00 PM | 15 | 83 | 42 | 0 | 140 | 96 | 94 | 9 | 0 | 199 | 19 | 80 | 92 | 0 | 191 | 30 | 94 | 26 | 0 | 150 | 680 |
| 03:15 PM | 10 | 82 | 34 | 0 | 126 | 112 | 91 | 7 | 0 | 210 | 21 | 77 | 87 | 0 | 185 | 45 | 77 | 28 | 0 | 150 | 671 |
| 03:30 PM | 6 | 99 | 29 | 0 | 134 | 118 | 89 | 6 | 0 | 213 | 30 | 89 | 105 | 0 | 224 | 33 | 75 | 24 | 0 | 132 | 703 |
| 03:45 PM | 7 | 96 | 39 | 0 | 142 | 112 | 67 | 5 | 0 | 184 | 32 | 76 | 86 | 0 | 194 | 47 | 89 | 25 | 0 | 161 | 681 |
| Total | 38 | 360 | 144 | 0 | 542 | 438 | 341 | 27 | 0 | 806 | 102 | 322 | 370 | 0 | 794 | 155 | 335 | 103 | 0 | 593 | 2735 |
| 04:00 PM | 14 | 109 | 40 | 0 | 163 | 88 | 89 | 2 | 0 | 179 | 28 | 89 | 87 | 1 | 205 | 30 | 81 | 20 | 0 | 131 | 678 |
| 04:15 PM | 11 | 99 | 46 | 0 | 156 | 88 | 95 | 9 | 0 | 192 | 23 | 71 | 98 | 0 | 192 | 37 | 76 | 23 | 0 | 136 | 676 |
| 04:30 PM | 11 | 115 | 53 | 0 | 179 | 147 | 89 | 9 | 0 | 245 | 26 | 61 | 98 | 0 | 185 | 39 | 78 | 27 | 0 | 144 | 753 |
| 04:45 PM | 8 | 97 | 37 | 0 | 142 | 127 | 93 | 5 | 0 | 225 | 35 | 83 | 73 | 0 | 191 | 29 | 77 | 21 | 0 | 127 | 685 |
| Total | 44 | 420 | 176 | 0 | 640 | 450 | 366 | 25 | 0 | 841 | 112 | 304 | 356 | 1 | 773 | 135 | 312 | 91 | 0 | 538 | 2792 |
| 05:00 PM | 8 | 119 | 51 | 0 | 178 | 123 | 95 | 4 | 0 | 222 | 35 | 82 | 87 | 0 | 204 | 29 | 87 | 20 | 0 | 136 | 740 |
| 05:15 PM | 10 | 95 | 32 | 0 | 137 | 100 | 93 | 6 | 0 | 199 | 20 | 80 | 86 | 0 | 186 | 28 | 65 | 24 | 0 | 117 | 639 |
| 05:30 PM | 4 | 64 | 30 | 0 | 98 | 99 | 81 | 8 | 0 | 188 | 22 | 77 | 65 | 0 | 164 | 29 | 63 | 14 | 0 | 106 | 556 |
| 05:45 PM | 5 | 72 | 24 | 0 | 101 | 62 | 85 | 14 | 0 | 161 | 14 | 102 | 66 | 0 | 182 | 29 | 46 | 22 | 0 | 97 | 541 |
| Total | 27 | 350 | 137 | 0 | 514 | 384 | 354 | 32 | 0 | 770 | 91 | 341 | 304 | 0 | 736 | 115 | 261 | 80 | 0 | 456 | 2476 |
| 06:00 PM | 5 | 88 | 30 | 0 | 123 | 78 | 54 | 6 | 0 | 138 | 12 | 64 | 66 | 0 | 142 | 33 | 53 | 23 | 0 | 109 | 512 |
| 06:15 PM | 5 | 89 | 22 | 0 | 116 | 52 | 48 | 9 | 0 | 109 | 12 | 55 | 70 | 0 | 137 | 16 | 54 | 25 | 0 | 95 | 457 |
| 06:30 PM | 8 | 58 | 12 | 0 | 78 | 68 | 38 | 3 | 0 | 109 | 24 | 55 | 58 | 0 | 137 | 16 | 59 | 10 | 0 | 85 | 409 |
| 06:45 PM | 8 | 56 | 10 | 0 | 74 | 62 | 46 | 1 | 0 | 109 | 12 | 45 | 51 | 0 | 108 | 16 | 44 | 7 | 0 | 67 | 358 |
| Total | 26 | 291 | 74 | 0 | 391 | 260 | 186 | 19 | 0 | 465 | 60 | 219 | 245 | 0 | 524 | 81 | 210 | 65 | 0 | 356 | 1736 |
| Grand Total | 398 | 3560 | 1395 | 1 | 5354 | 3941 | 3481 | 451 | 0 | 7873 | 954 | 3777 | 4814 | 4 | 9549 | 1523 | 3727 | 949 | 2 | 6201 | 28977 |
| Apprch % | 7.4 | 66.5 | 26.1 | 0 | | 50.1 | 44.2 | 5.7 | 0 | | 10 | 39.6 | 50.4 | 0 | | 24.6 | 60.1 | 15.3 | 0 | | |
| Total % | 1.4 | 12.3 | 4.8 | 0 | 18.5 | 13.6 | 12 | 1.6 | 0 | 27.2 | 3.3 | 13 | 16.6 | 0 | 33 | 5.3 | 12.9 | 3.3 | 0 | 21.4 | |
| Cars | 391 | 3494 | 1360 | 0 | 5245 | 3828 | 3383 | 443 | 0 | 7654 | 941 | 3697 | 4695 | 0 | 9333 | 1498 | 3636 | 939 | 0 | 6073 | 28305 |
| % Cars | 98.2 | 98.1 | 97.5 | 0 | 98 | 97.1 | 97.2 | 98.2 | 0 | 97.2 | 98.6 | 97.9 | 97.5 | 0 | 97.7 | 98.4 | 97.6 | 98.9 | 0 | 97.9 | 97.7 |
| Buses | 1 | 21 | 20 | 0 | 42 | 40 | 16 | 2 | 0 | 58 | 5 | 32 | 31 | 0 | 68 | 11 | 18 | 3 | 0 | 32 | 200 |
| % Buses | 0.3 | 0.6 | 1.4 | 0 | 0.8 | 1 | 0.5 | 0.4 | 0 | 0.7 | 0.5 | 0.8 | 0.6 | 0 | 0.7 | 0.7 | 0.5 | 0.3 | 0 | 0.5 | 0.7 |
| Trucks | 6 | 45 | 15 | 0 | 66 | 73 | 82 | 6 | 0 | 161 | 8 | 48 | 88 | 0 | 144 | 14 | 73 | 7 | 0 | 94 | 465 |
| % Trucks | 1.5 | 1.3 | 1.1 | 0 | 1.2 | 1.9 | 2.4 | 1.3 | 0 | 2 | 0.8 | 1.3 | 1.8 | 0 | 1.5 | 0.9 | 2 | 0.7 | 0 | 1.5 | 1.6 |
| Pedestrians | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 2 | 2 | 7 |
| % Pedestrians | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 |



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File Name : Lone_Oak_Road_at_Jackson_Street_731426_12-04-2019
 Site Code : Site 5 - Wednesday
 Start Date : 12/4/2019
 Page No : 3

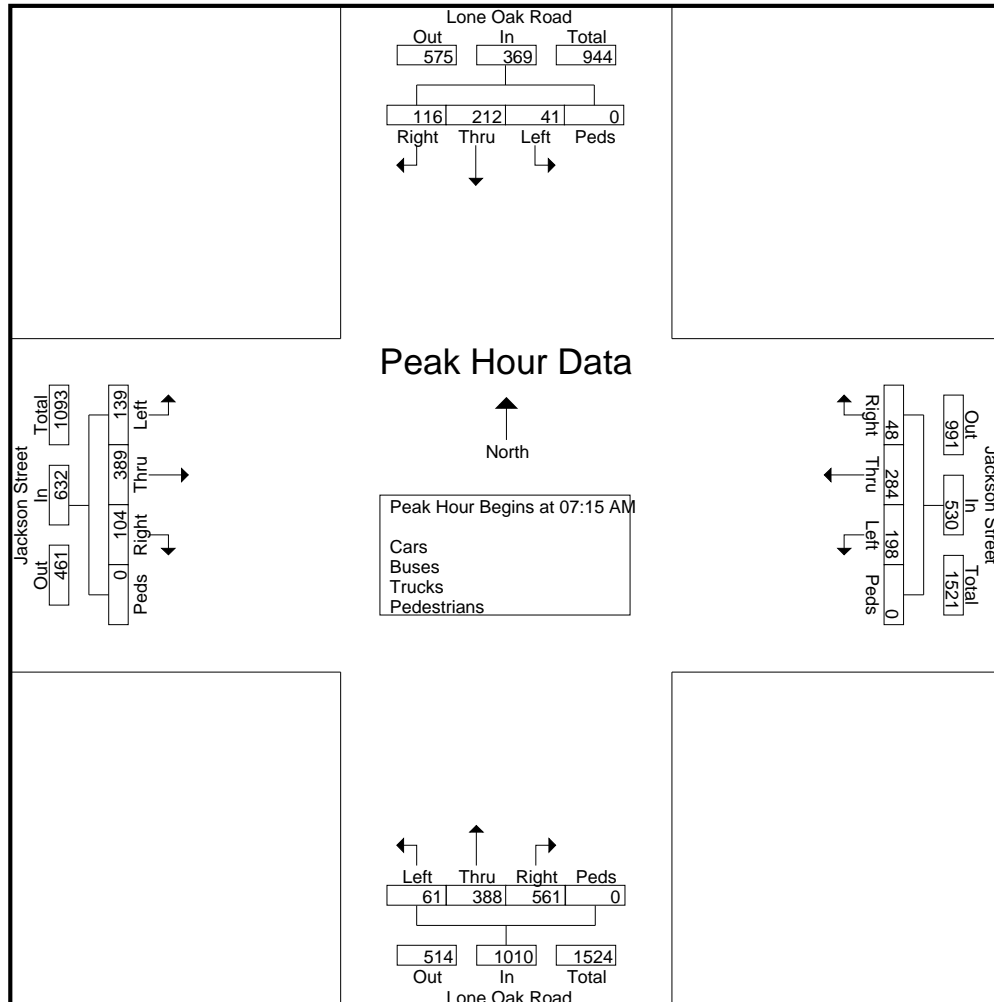




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File Name : Lone_Oak_Road_at_Jackson_Street_731426_12-04-2019
 Site Code : Site 5 - Wednesday
 Start Date : 12/4/2019
 Page No : 4

| Start Time | Lone Oak Road From North | | | | | Jackson Street From East | | | | | Lone Oak Road From South | | | | | Jackson Street From West | | | | | Int. Total |
|--|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 6 | 54 | 19 | 0 | 79 | 50 | 63 | 24 | 0 | 137 | 19 | 94 | 131 | 0 | 244 | 36 | 89 | 20 | 0 | 145 | 605 |
| 07:30 AM | 6 | 50 | 37 | 0 | 93 | 54 | 82 | 11 | 0 | 147 | 16 | 104 | 141 | 0 | 261 | 32 | 104 | 26 | 0 | 162 | 663 |
| 07:45 AM | 22 | 60 | 34 | 0 | 116 | 52 | 72 | 7 | 0 | 131 | 16 | 108 | 162 | 0 | 286 | 35 | 117 | 31 | 0 | 183 | 716 |
| 08:00 AM | 7 | 48 | 26 | 0 | 81 | 42 | 67 | 6 | 0 | 115 | 10 | 82 | 127 | 0 | 219 | 36 | 79 | 27 | 0 | 142 | 557 |
| Total Volume | 41 | 212 | 116 | 0 | 369 | 198 | 284 | 48 | 0 | 530 | 61 | 388 | 561 | 0 | 1010 | 139 | 389 | 104 | 0 | 632 | 2541 |
| % App. Total | 11.1 | 57.5 | 31.4 | 0 | | 37.4 | 53.6 | 9.1 | 0 | | 6 | 38.4 | 55.5 | 0 | | 22 | 61.6 | 16.5 | 0 | | |
| PHF | .466 | .883 | .784 | .000 | .795 | .917 | .866 | .500 | .000 | .901 | .803 | .898 | .866 | .000 | .883 | .965 | .831 | .839 | .000 | .863 | .887 |

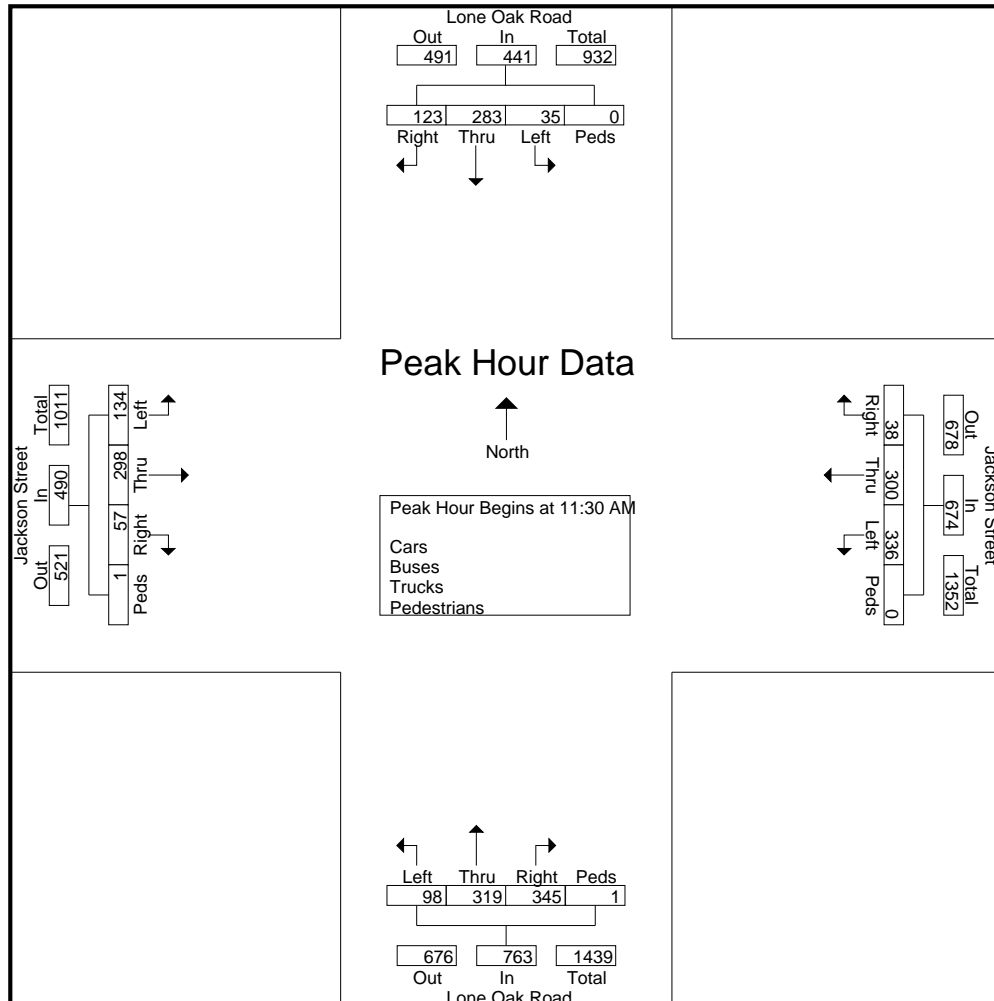




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File Name : Lone_Oak_Road_at_Jackson_Street_731426_12-04-2019
 Site Code : Site 5 - Wednesday
 Start Date : 12/4/2019
 Page No : 5

| Start Time | Lone Oak Road From North | | | | | Jackson Street From East | | | | | Lone Oak Road From South | | | | | Jackson Street From West | | | | | Int. Total |
|--|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:30 AM | 6 | 51 | 26 | 0 | 83 | 92 | 78 | 6 | 0 | 176 | 18 | 82 | 98 | 0 | 198 | 33 | 93 | 19 | 0 | 145 | 602 |
| 11:45 AM | 8 | 78 | 34 | 0 | 120 | 84 | 67 | 8 | 0 | 159 | 26 | 83 | 77 | 0 | 186 | 33 | 57 | 13 | 0 | 103 | 568 |
| 12:00 PM | 12 | 94 | 28 | 0 | 134 | 74 | 75 | 10 | 0 | 159 | 30 | 78 | 86 | 0 | 194 | 25 | 79 | 9 | 0 | 113 | 600 |
| 12:15 PM | 9 | 60 | 35 | 0 | 104 | 86 | 80 | 14 | 0 | 180 | 24 | 76 | 84 | 1 | 185 | 43 | 69 | 16 | 1 | 129 | 598 |
| Total Volume | 35 | 283 | 123 | 0 | 441 | 336 | 300 | 38 | 0 | 674 | 98 | 319 | 345 | 1 | 763 | 134 | 298 | 57 | 1 | 490 | 2368 |
| % App. Total | 7.9 | 64.2 | 27.9 | 0 | | 49.9 | 44.5 | 5.6 | 0 | | 12.8 | 41.8 | 45.2 | 0.1 | | 27.3 | 60.8 | 11.6 | 0.2 | | |
| PHF | .729 | .753 | .879 | .000 | .823 | .913 | .938 | .679 | .000 | .936 | .817 | .961 | .880 | .250 | .963 | .779 | .801 | .750 | .250 | .845 | .983 |





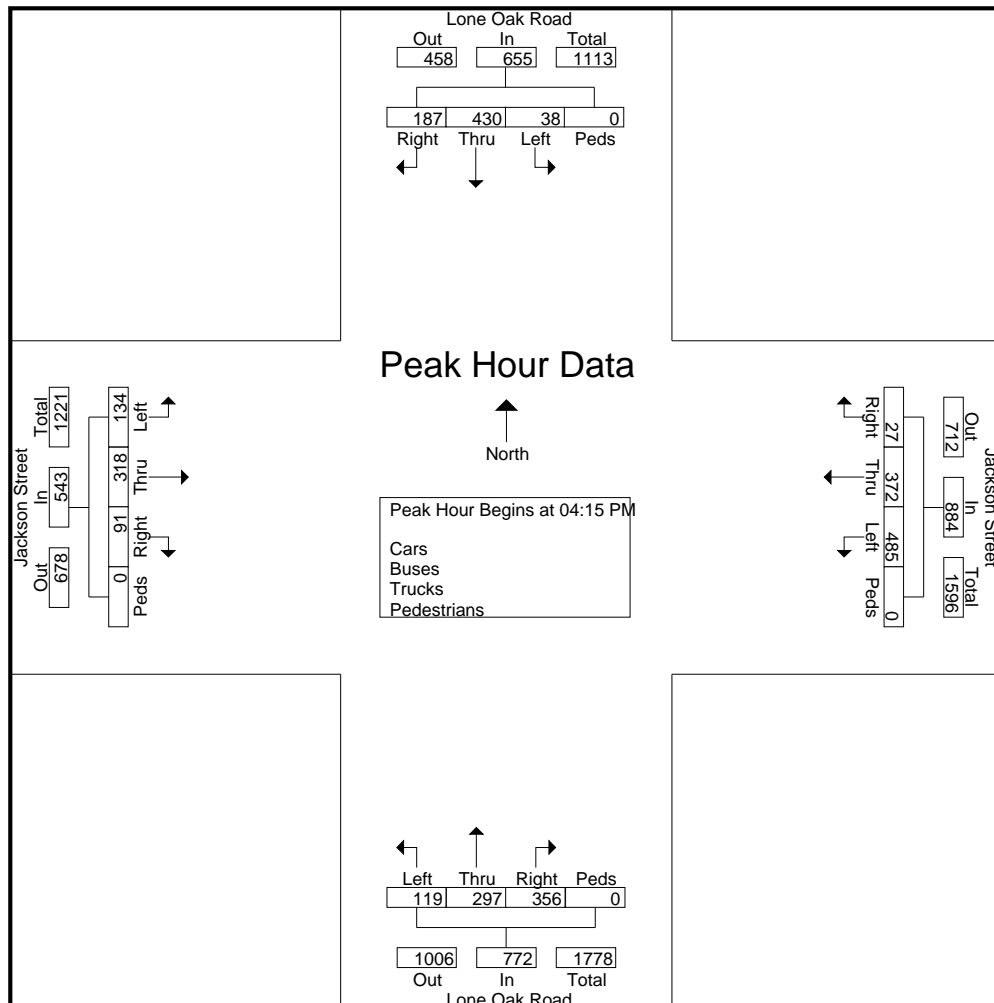
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File Name : Lone_Oak_Road_at_Jackson_Street_731426_12-04-2019
 Site Code : Site 5 - Wednesday
 Start Date : 12/4/2019
 Page No : 6

| Start Time | Lone Oak Road From North | | | | | Jackson Street From East | | | | | Lone Oak Road From South | | | | | Jackson Street From West | | | | | Int. Total |
|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |

Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

| | | | | | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 04:15 PM | 11 | 99 | 46 | 0 | 156 | 88 | 95 | 9 | 0 | 192 | 23 | 71 | 98 | 0 | 192 | 37 | 76 | 23 | 0 | 136 | 676 |
| 04:30 PM | 11 | 115 | 53 | 0 | 179 | 147 | 89 | 9 | 0 | 245 | 26 | 61 | 98 | 0 | 185 | 39 | 78 | 27 | 0 | 144 | 753 |
| 04:45 PM | 8 | 97 | 37 | 0 | 142 | 127 | 93 | 5 | 0 | 225 | 35 | 83 | 73 | 0 | 191 | 29 | 77 | 21 | 0 | 127 | 685 |
| 05:00 PM | 8 | 119 | 51 | 0 | 178 | 123 | 95 | 4 | 0 | 222 | 35 | 82 | 87 | 0 | 204 | 29 | 87 | 20 | 0 | 136 | 740 |
| Total Volume | 38 | 430 | 187 | 0 | 655 | 485 | 372 | 27 | 0 | 884 | 119 | 297 | 356 | 0 | 772 | 134 | 318 | 91 | 0 | 543 | 2854 |
| % App. Total | 5.8 | 65.6 | 28.5 | 0 | | 54.9 | 42.1 | 3.1 | 0 | | 15.4 | 38.5 | 46.1 | 0 | | 24.7 | 58.6 | 16.8 | 0 | | |
| PHF | .864 | .903 | .882 | .000 | .915 | .825 | .979 | .750 | .000 | .902 | .850 | .895 | .908 | .000 | .946 | .859 | .914 | .843 | .000 | .943 | .948 |





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75 Degrees - Sunny
Schools in Session

File Name : Lone_Oak_Road_at_Kennedy_Drive_731423_12-04-2019
 Site Code : Site 3 - Wednesday
 Start Date : 12/4/2019
 Page No : 1

Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Kennedy Road From North | | | | | Lone Oak Road From East | | | | | McAuly Street From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--------------|-------------------------|-----------|-----------|----------|------------|-------------------------|------------|-----------|----------|------------|--------------------------|-----------|-----------|----------|------------|-------------------------|------------|------------|----------|-------------|-------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 06:00 AM | 1 | 5 | 1 | 0 | 7 | 1 | 36 | 3 | 0 | 40 | 11 | 1 | 4 | 0 | 16 | 5 | 72 | 25 | 0 | 102 | 165 |
| 06:15 AM | 1 | 7 | 3 | 0 | 11 | 6 | 55 | 2 | 0 | 63 | 8 | 2 | 3 | 0 | 13 | 2 | 93 | 46 | 0 | 141 | 228 |
| 06:30 AM | 3 | 9 | 8 | 0 | 20 | 10 | 62 | 4 | 0 | 76 | 10 | 1 | 4 | 0 | 15 | 8 | 122 | 49 | 0 | 179 | 290 |
| 06:45 AM | 6 | 13 | 5 | 0 | 24 | 4 | 82 | 4 | 0 | 90 | 12 | 6 | 7 | 0 | 25 | 6 | 187 | 65 | 0 | 258 | 397 |
| Total | 11 | 34 | 17 | 0 | 62 | 21 | 235 | 13 | 0 | 269 | 41 | 10 | 18 | 0 | 69 | 21 | 474 | 185 | 0 | 680 | 1080 |
| 07:00 AM | 5 | 8 | 7 | 0 | 20 | 5 | 93 | 2 | 0 | 100 | 17 | 3 | 5 | 0 | 25 | 4 | 198 | 52 | 0 | 254 | 399 |
| 07:15 AM | 11 | 14 | 4 | 0 | 29 | 7 | 109 | 6 | 0 | 122 | 19 | 3 | 5 | 0 | 27 | 7 | 250 | 96 | 0 | 353 | 531 |
| 07:30 AM | 12 | 11 | 6 | 0 | 29 | 16 | 116 | 7 | 1 | 140 | 32 | 9 | 13 | 0 | 54 | 10 | 293 | 79 | 0 | 382 | 605 |
| 07:45 AM | 12 | 23 | 5 | 0 | 40 | 18 | 115 | 4 | 0 | 137 | 22 | 3 | 6 | 0 | 31 | 4 | 257 | 88 | 0 | 349 | 557 |
| Total | 40 | 56 | 22 | 0 | 118 | 46 | 433 | 19 | 1 | 499 | 90 | 18 | 29 | 0 | 137 | 25 | 998 | 315 | 0 | 1338 | 2092 |
| 08:00 AM | 5 | 14 | 6 | 0 | 25 | 14 | 88 | 2 | 0 | 104 | 13 | 2 | 10 | 0 | 25 | 6 | 225 | 70 | 0 | 301 | 455 |
| 08:15 AM | 6 | 5 | 5 | 0 | 16 | 9 | 90 | 6 | 0 | 105 | 12 | 2 | 8 | 0 | 22 | 6 | 242 | 73 | 0 | 321 | 464 |
| 08:30 AM | 3 | 6 | 9 | 0 | 18 | 7 | 96 | 8 | 0 | 111 | 18 | 5 | 8 | 0 | 31 | 9 | 186 | 50 | 1 | 246 | 406 |
| 08:45 AM | 6 | 5 | 4 | 0 | 15 | 13 | 107 | 8 | 0 | 128 | 23 | 7 | 15 | 0 | 45 | 6 | 168 | 60 | 0 | 234 | 422 |
| Total | 20 | 30 | 24 | 0 | 74 | 43 | 381 | 24 | 0 | 448 | 66 | 16 | 41 | 0 | 123 | 27 | 821 | 253 | 1 | 1102 | 1747 |
| 09:00 AM | 1 | 5 | 7 | 0 | 13 | 9 | 118 | 3 | 0 | 130 | 28 | 2 | 15 | 0 | 45 | 12 | 157 | 44 | 0 | 213 | 401 |
| 09:15 AM | 2 | 7 | 7 | 0 | 16 | 17 | 129 | 4 | 0 | 150 | 19 | 8 | 21 | 0 | 48 | 6 | 167 | 49 | 0 | 222 | 436 |
| 09:30 AM | 5 | 6 | 6 | 0 | 17 | 10 | 87 | 6 | 0 | 103 | 27 | 6 | 19 | 0 | 52 | 6 | 171 | 50 | 1 | 228 | 400 |
| 09:45 AM | 3 | 6 | 5 | 0 | 14 | 12 | 120 | 5 | 0 | 137 | 39 | 2 | 20 | 0 | 61 | 3 | 175 | 60 | 0 | 238 | 450 |
| Total | 11 | 24 | 25 | 0 | 60 | 48 | 454 | 18 | 0 | 520 | 113 | 18 | 75 | 0 | 206 | 27 | 670 | 203 | 1 | 901 | 1687 |
| 10:00 AM | 5 | 8 | 5 | 0 | 18 | 15 | 116 | 3 | 0 | 134 | 29 | 1 | 15 | 0 | 45 | 8 | 164 | 34 | 0 | 206 | 403 |
| 10:15 AM | 5 | 12 | 5 | 0 | 22 | 16 | 113 | 3 | 0 | 132 | 31 | 3 | 20 | 0 | 54 | 7 | 169 | 37 | 0 | 213 | 421 |
| 10:30 AM | 6 | 7 | 2 | 0 | 15 | 13 | 133 | 5 | 0 | 151 | 42 | 5 | 14 | 0 | 61 | 11 | 152 | 55 | 0 | 218 | 445 |
| 10:45 AM | 7 | 12 | 7 | 0 | 26 | 15 | 132 | 7 | 0 | 154 | 36 | 4 | 18 | 0 | 58 | 6 | 153 | 51 | 0 | 210 | 448 |
| Total | 23 | 39 | 19 | 0 | 81 | 59 | 494 | 18 | 0 | 571 | 138 | 13 | 67 | 0 | 218 | 32 | 638 | 177 | 0 | 847 | 1717 |
| 11:00 AM | 5 | 4 | 11 | 0 | 20 | 12 | 130 | 8 | 0 | 150 | 43 | 8 | 20 | 0 | 71 | 8 | 124 | 41 | 0 | 173 | 414 |
| 11:15 AM | 8 | 4 | 16 | 0 | 28 | 19 | 136 | 6 | 0 | 161 | 40 | 12 | 23 | 0 | 75 | 9 | 140 | 46 | 0 | 195 | 459 |
| 11:30 AM | 11 | 9 | 15 | 0 | 35 | 16 | 146 | 18 | 0 | 180 | 36 | 4 | 26 | 0 | 66 | 14 | 134 | 30 | 0 | 178 | 459 |
| 11:45 AM | 12 | 14 | 24 | 0 | 50 | 6 | 151 | 16 | 0 | 173 | 42 | 12 | 27 | 0 | 81 | 13 | 136 | 42 | 0 | 191 | 495 |
| Total | 36 | 31 | 66 | 0 | 133 | 53 | 563 | 48 | 0 | 664 | 161 | 36 | 96 | 0 | 293 | 44 | 534 | 159 | 0 | 737 | 1827 |
| 12:00 PM | 10 | 6 | 5 | 0 | 21 | 10 | 143 | 6 | 0 | 159 | 48 | 9 | 18 | 0 | 75 | 11 | 160 | 38 | 0 | 209 | 464 |
| 12:15 PM | 10 | 8 | 14 | 0 | 32 | 17 | 136 | 6 | 0 | 159 | 48 | 13 | 28 | 0 | 89 | 17 | 148 | 39 | 0 | 204 | 484 |
| 12:30 PM | 10 | 4 | 25 | 0 | 39 | 7 | 141 | 12 | 0 | 160 | 38 | 9 | 17 | 0 | 64 | 15 | 174 | 46 | 0 | 235 | 498 |
| 12:45 PM | 12 | 8 | 19 | 0 | 39 | 18 | 126 | 11 | 0 | 155 | 39 | 7 | 12 | 0 | 58 | 17 | 181 | 58 | 0 | 256 | 508 |
| Total | 42 | 26 | 63 | 0 | 131 | 52 | 546 | 35 | 0 | 633 | 173 | 38 | 75 | 0 | 286 | 60 | 663 | 181 | 0 | 904 | 1954 |
| 01:00 PM | 8 | 9 | 16 | 0 | 33 | 16 | 134 | 12 | 0 | 162 | 24 | 9 | 15 | 0 | 48 | 9 | 167 | 32 | 0 | 208 | 451 |
| 01:15 PM | 15 | 14 | 9 | 0 | 38 | 12 | 137 | 14 | 0 | 163 | 37 | 3 | 22 | 0 | 62 | 9 | 133 | 47 | 0 | 189 | 452 |
| 01:30 PM | 10 | 7 | 16 | 0 | 33 | 11 | 145 | 8 | 0 | 164 | 46 | 8 | 27 | 0 | 81 | 14 | 162 | 50 | 0 | 226 | 504 |
| 01:45 PM | 7 | 6 | 13 | 0 | 26 | 10 | 131 | 16 | 0 | 157 | 29 | 9 | 21 | 0 | 59 | 10 | 138 | 41 | 0 | 189 | 431 |
| Total | 40 | 36 | 54 | 0 | 130 | 49 | 547 | 50 | 0 | 646 | 136 | 29 | 85 | 0 | 250 | 42 | 600 | 170 | 0 | 812 | 1838 |
| 02:00 PM | 9 | 8 | 10 | 0 | 27 | 10 | 140 | 11 | 0 | 161 | 43 | 10 | 21 | 0 | 74 | 10 | 147 | 42 | 0 | 199 | 461 |
| 02:15 PM | 10 | 13 | 15 | 0 | 38 | 13 | 177 | 11 | 0 | 201 | 40 | 2 | 10 | 0 | 52 | 6 | 191 | 37 | 0 | 234 | 525 |
| 02:30 PM | 5 | 7 | 9 | 0 | 21 | 15 | 216 | 16 | 0 | 247 | 71 | 13 | 21 | 0 | 105 | 4 | 159 | 38 | 0 | 201 | 574 |
| 02:45 PM | 9 | 9 | 19 | 0 | 37 | 12 | 149 | 4 | 0 | 165 | 34 | 9 | 23 | 0 | 66 | 3 | 160 | 38 | 0 | 201 | 469 |
| Total | 33 | 37 | 53 | 0 | 123 | 50 | 682 | 42 | 0 | 774 | 188 | 34 | 75 | 0 | 297 | 23 | 657 | 155 | 0 | 835 | 2029 |



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File Name : Lone_Oak_Road_at_Kennedy_Drive_731423_12-04-2019

Site Code : Site 3 - Wednesday

Start Date : 12/4/2019

Page No : 2

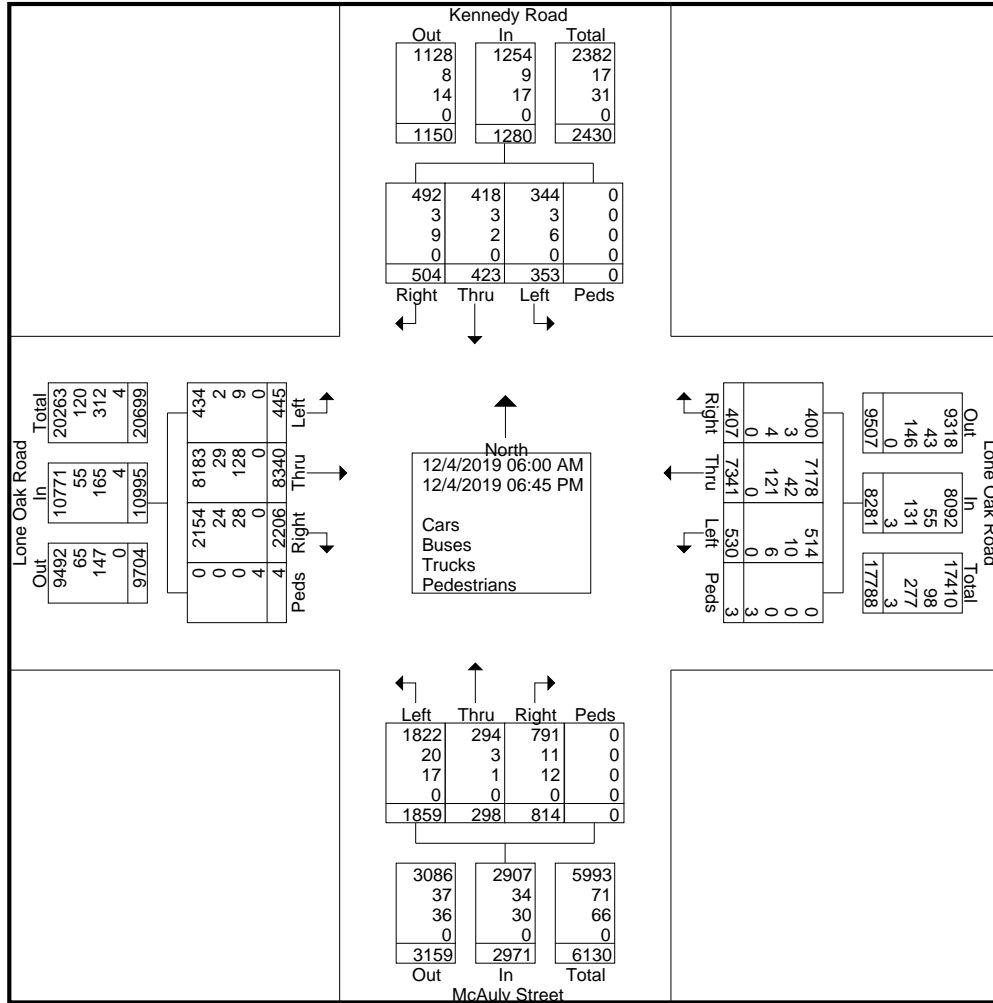
Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Kennedy Road From North | | | | | Lone Oak Road From East | | | | | McAuly Street From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--------------------|-------------------------|------------|------------|----------|-------------|-------------------------|-------------|------------|----------|-------------|--------------------------|------------|------------|----------|-------------|-------------------------|-------------|-------------|----------|--------------|--------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 03:00 PM | 8 | 8 | 9 | 0 | 25 | 10 | 161 | 7 | 0 | 178 | 58 | 7 | 15 | 0 | 80 | 4 | 169 | 27 | 0 | 200 | 483 |
| 03:15 PM | 5 | 3 | 7 | 0 | 15 | 10 | 206 | 6 | 0 | 222 | 41 | 2 | 23 | 0 | 66 | 3 | 158 | 28 | 0 | 189 | 492 |
| 03:30 PM | 3 | 6 | 10 | 0 | 19 | 15 | 203 | 10 | 0 | 228 | 63 | 7 | 34 | 0 | 104 | 9 | 160 | 33 | 0 | 202 | 553 |
| 03:45 PM | 3 | 5 | 12 | 0 | 20 | 10 | 221 | 12 | 0 | 243 | 53 | 7 | 16 | 0 | 76 | 13 | 135 | 27 | 1 | 176 | 515 |
| Total | 19 | 22 | 38 | 0 | 79 | 45 | 791 | 35 | 0 | 871 | 215 | 23 | 88 | 0 | 326 | 29 | 622 | 115 | 1 | 767 | 2043 |
| 04:00 PM | 3 | 6 | 20 | 0 | 29 | 6 | 203 | 9 | 1 | 219 | 69 | 11 | 18 | 0 | 98 | 6 | 159 | 23 | 0 | 188 | 534 |
| 04:15 PM | 13 | 6 | 5 | 0 | 24 | 8 | 211 | 7 | 1 | 227 | 51 | 3 | 29 | 0 | 83 | 7 | 134 | 17 | 0 | 158 | 492 |
| 04:30 PM | 4 | 6 | 7 | 0 | 17 | 7 | 219 | 7 | 0 | 233 | 81 | 2 | 18 | 0 | 101 | 6 | 156 | 26 | 0 | 188 | 539 |
| 04:45 PM | 10 | 3 | 11 | 0 | 24 | 7 | 256 | 11 | 0 | 274 | 55 | 8 | 19 | 0 | 82 | 10 | 173 | 21 | 0 | 204 | 584 |
| Total | 30 | 21 | 43 | 0 | 94 | 28 | 889 | 34 | 2 | 953 | 256 | 24 | 84 | 0 | 364 | 29 | 622 | 87 | 0 | 738 | 2149 |
| 05:00 PM | 6 | 11 | 7 | 0 | 24 | 8 | 236 | 13 | 0 | 257 | 56 | 8 | 7 | 0 | 71 | 10 | 155 | 23 | 0 | 188 | 540 |
| 05:15 PM | 8 | 8 | 12 | 0 | 28 | 9 | 221 | 10 | 0 | 240 | 39 | 7 | 14 | 0 | 60 | 9 | 157 | 38 | 0 | 204 | 532 |
| 05:30 PM | 3 | 7 | 11 | 0 | 21 | 5 | 167 | 7 | 0 | 179 | 28 | 6 | 14 | 0 | 48 | 14 | 140 | 29 | 0 | 183 | 431 |
| 05:45 PM | 3 | 8 | 9 | 0 | 20 | 3 | 142 | 12 | 0 | 157 | 40 | 6 | 12 | 0 | 58 | 18 | 146 | 20 | 0 | 184 | 419 |
| Total | 20 | 34 | 39 | 0 | 93 | 25 | 766 | 42 | 0 | 833 | 163 | 27 | 47 | 0 | 237 | 51 | 598 | 110 | 0 | 759 | 1922 |
| 06:00 PM | 14 | 8 | 8 | 0 | 30 | 5 | 170 | 10 | 0 | 185 | 34 | 3 | 9 | 0 | 46 | 8 | 131 | 23 | 1 | 163 | 424 |
| 06:15 PM | 6 | 9 | 9 | 0 | 24 | 3 | 158 | 5 | 0 | 166 | 33 | 5 | 9 | 0 | 47 | 13 | 111 | 28 | 0 | 152 | 389 |
| 06:30 PM | 3 | 7 | 11 | 0 | 21 | 0 | 108 | 9 | 0 | 117 | 28 | 3 | 12 | 0 | 43 | 8 | 99 | 34 | 0 | 141 | 322 |
| 06:45 PM | 5 | 9 | 13 | 0 | 27 | 3 | 124 | 5 | 0 | 132 | 24 | 1 | 4 | 0 | 29 | 6 | 102 | 11 | 0 | 119 | 307 |
| Total | 28 | 33 | 41 | 0 | 102 | 11 | 560 | 29 | 0 | 600 | 119 | 12 | 34 | 0 | 165 | 35 | 443 | 96 | 1 | 575 | 1442 |
| Grand Total | 353 | 423 | 504 | 0 | 1280 | 530 | 7341 | 407 | 3 | 8281 | 1859 | 298 | 814 | 0 | 2971 | 445 | 8340 | 2206 | 4 | 10995 | 23527 |
| Apprch % | 27.6 | 33 | 39.4 | 0 | | 6.4 | 88.6 | 4.9 | 0 | | 62.6 | 10 | 27.4 | 0 | | 4 | 75.9 | 20.1 | 0 | | |
| Total % | 1.5 | 1.8 | 2.1 | 0 | 5.4 | 2.3 | 31.2 | 1.7 | 0 | 35.2 | 7.9 | 1.3 | 3.5 | 0 | 12.6 | 1.9 | 35.4 | 9.4 | 0 | 46.7 | |
| Cars | 344 | 418 | 492 | 0 | 1254 | 514 | 7178 | 400 | 0 | 8092 | 1822 | 294 | 791 | 0 | 2907 | 434 | 8183 | 2154 | 0 | 10771 | 23024 |
| % Cars | 97.5 | 98.8 | 97.6 | 0 | 98 | 97 | 97.8 | 98.3 | 0 | 97.7 | 98 | 98.7 | 97.2 | 0 | 97.8 | 97.5 | 98.1 | 97.6 | 0 | 98 | 97.9 |
| Buses | 3 | 3 | 3 | 0 | 9 | 10 | 42 | 3 | 0 | 55 | 20 | 3 | 11 | 0 | 34 | 2 | 29 | 24 | 0 | 55 | 153 |
| % Buses | 0.8 | 0.7 | 0.6 | 0 | 0.7 | 1.9 | 0.6 | 0.7 | 0 | 0.7 | 1.1 | 1 | 1.4 | 0 | 1.1 | 0.4 | 0.3 | 1.1 | 0 | 0.5 | 0.7 |
| Trucks | 6 | 2 | 9 | 0 | 17 | 6 | 121 | 4 | 0 | 131 | 17 | 1 | 12 | 0 | 30 | 9 | 128 | 28 | 0 | 165 | 343 |
| % Trucks | 1.7 | 0.5 | 1.8 | 0 | 1.3 | 1.1 | 1.6 | 1 | 0 | 1.6 | 0.9 | 0.3 | 1.5 | 0 | 1 | 2 | 1.5 | 1.3 | 0 | 1.5 | 1.5 |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 7 |
| % Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 |



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File Name : Lone_Oak_Road_at_Kennedy_Drive_731423_12-04-2019
 Site Code : Site 3 - Wednesday
 Start Date : 12/4/2019
 Page No : 3

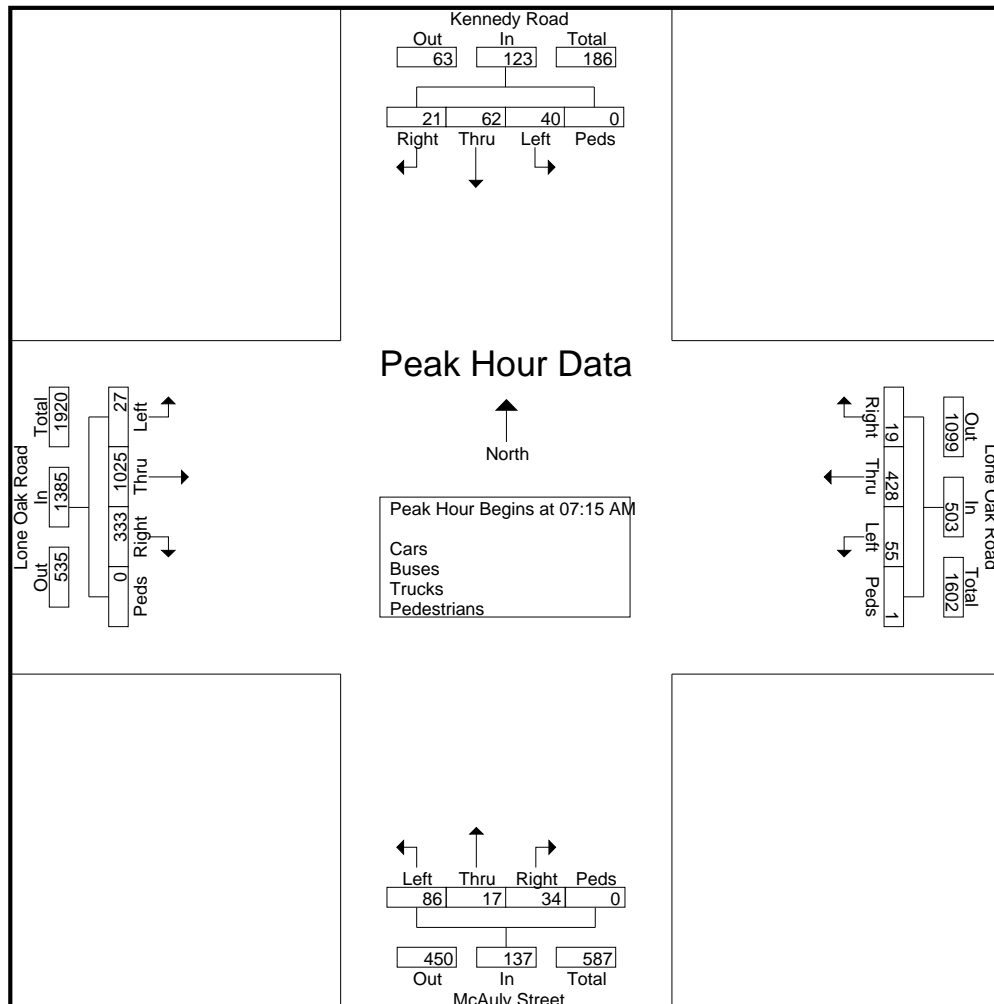




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File Name : Lone_Oak_Road_at_Kennedy_Drive_731423_12-04-2019
 Site Code : Site 3 - Wednesday
 Start Date : 12/4/2019
 Page No : 4

| Start Time | Kennedy Road From North | | | | | Lone Oak Road From East | | | | | McAuly Street From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 11 | 14 | 4 | 0 | 29 | 7 | 109 | 6 | 0 | 122 | 19 | 3 | 5 | 0 | 27 | 7 | 250 | 96 | 0 | 353 | 531 |
| 07:30 AM | 12 | 11 | 6 | 0 | 29 | 16 | 116 | 7 | 1 | 140 | 32 | 9 | 13 | 0 | 54 | 10 | 293 | 79 | 0 | 382 | 605 |
| 07:45 AM | 12 | 23 | 5 | 0 | 40 | 18 | 115 | 4 | 0 | 137 | 22 | 3 | 6 | 0 | 31 | 4 | 257 | 88 | 0 | 349 | 557 |
| 08:00 AM | 5 | 14 | 6 | 0 | 25 | 14 | 88 | 2 | 0 | 104 | 13 | 2 | 10 | 0 | 25 | 6 | 225 | 70 | 0 | 301 | 455 |
| Total Volume | 40 | 62 | 21 | 0 | 123 | 55 | 428 | 19 | 1 | 503 | 86 | 17 | 34 | 0 | 137 | 27 | 1025 | 333 | 0 | 1385 | 2148 |
| % App. Total | 32.5 | 50.4 | 17.1 | 0 | | 10.9 | 85.1 | 3.8 | 0.2 | | 62.8 | 12.4 | 24.8 | 0 | | 1.9 | 74 | 24 | 0 | | |
| PHF | .833 | .674 | .875 | .000 | .769 | .764 | .922 | .679 | .250 | .898 | .672 | .472 | .654 | .000 | .634 | .675 | .875 | .867 | .000 | .906 | .888 |

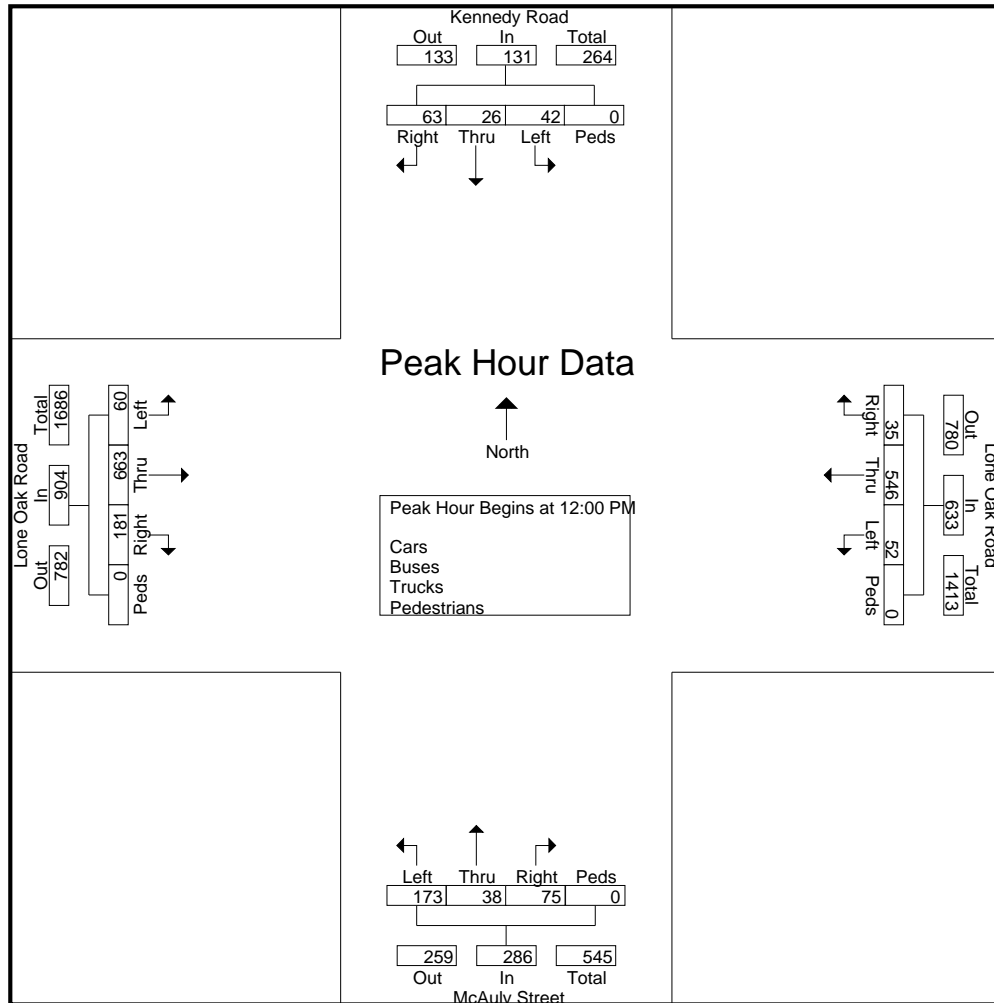




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File Name : Lone_Oak_Road_at_Kennedy_Drive_731423_12-04-2019
 Site Code : Site 3 - Wednesday
 Start Date : 12/4/2019
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| Start Time | Kennedy Road From North | | | | | Lone Oak Road From East | | | | | McAuly Street From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 12:00 PM | 10 | 6 | 5 | 0 | 21 | 10 | 143 | 6 | 0 | 159 | 48 | 9 | 18 | 0 | 75 | 11 | 160 | 38 | 0 | 209 | 464 |
| 12:15 PM | 10 | 8 | 14 | 0 | 32 | 17 | 136 | 6 | 0 | 159 | 48 | 13 | 28 | 0 | 89 | 17 | 148 | 39 | 0 | 204 | 484 |
| 12:30 PM | 10 | 4 | 25 | 0 | 39 | 7 | 141 | 12 | 0 | 160 | 38 | 9 | 17 | 0 | 64 | 15 | 174 | 46 | 0 | 235 | 498 |
| 12:45 PM | 12 | 8 | 19 | 0 | 39 | 18 | 126 | 11 | 0 | 155 | 39 | 7 | 12 | 0 | 58 | 17 | 181 | 58 | 0 | 256 | 508 |
| Total Volume | 42 | 26 | 63 | 0 | 131 | 52 | 546 | 35 | 0 | 633 | 173 | 38 | 75 | 0 | 286 | 60 | 663 | 181 | 0 | 904 | 1954 |
| % App. Total | 32.1 | 19.8 | 48.1 | 0 | | 8.2 | 86.3 | 5.5 | 0 | | 60.5 | 13.3 | 26.2 | 0 | | 6.6 | 73.3 | 20 | 0 | | |
| PHF | .875 | .813 | .630 | .000 | .840 | .722 | .955 | .729 | .000 | .989 | .901 | .731 | .670 | .000 | .803 | .882 | .916 | .780 | .000 | .883 | .962 |

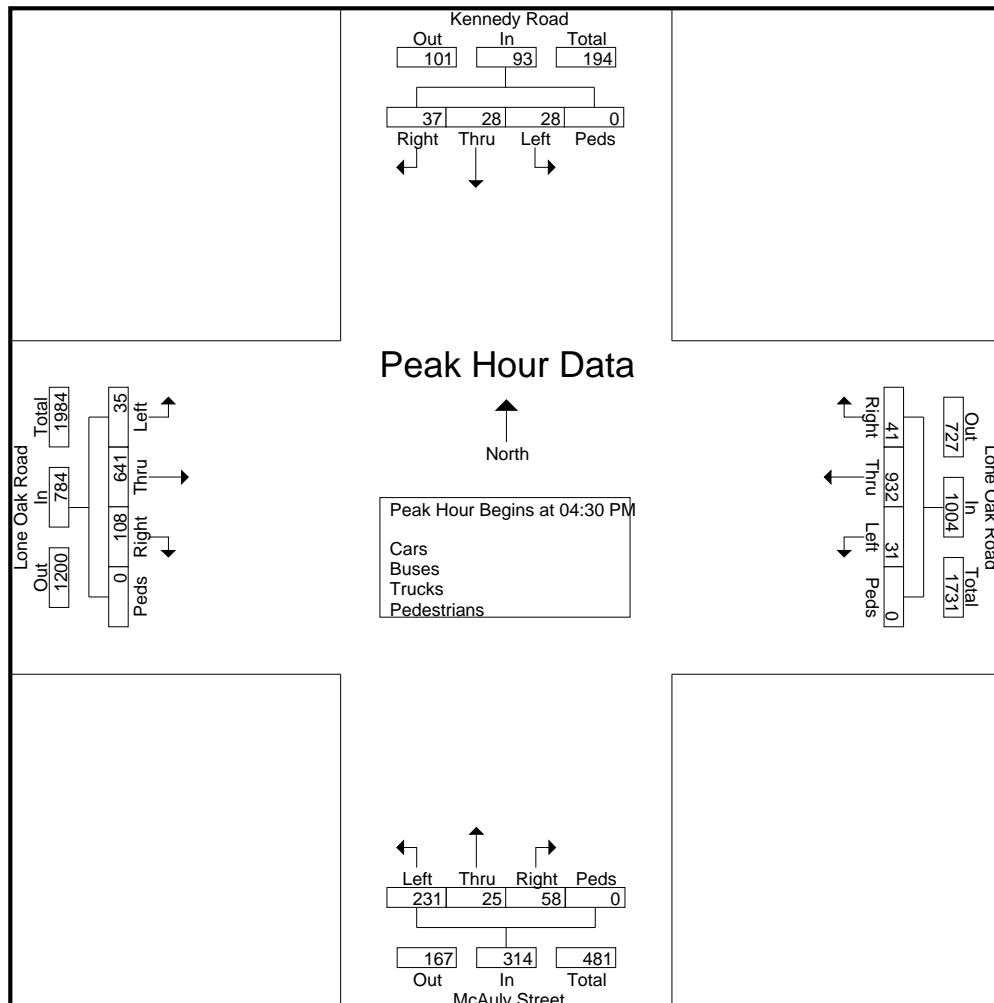




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File Name : Lone_Oak_Road_at_Kennedy_Drive_731423_12-04-2019
 Site Code : Site 3 - Wednesday
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| Start Time | Kennedy Road From North | | | | | Lone Oak Road From East | | | | | McAuly Street From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 4 | 6 | 7 | 0 | 17 | 7 | 219 | 7 | 0 | 233 | 81 | 2 | 18 | 0 | 101 | 6 | 156 | 26 | 0 | 188 | 539 |
| 04:45 PM | 10 | 3 | 11 | 0 | 24 | 7 | 256 | 11 | 0 | 274 | 55 | 8 | 19 | 0 | 82 | 10 | 173 | 21 | 0 | 204 | 584 |
| 05:00 PM | 6 | 11 | 7 | 0 | 24 | 8 | 236 | 13 | 0 | 257 | 56 | 8 | 7 | 0 | 71 | 10 | 155 | 23 | 0 | 188 | 540 |
| 05:15 PM | 8 | 8 | 12 | 0 | 28 | 9 | 221 | 10 | 0 | 240 | 39 | 7 | 14 | 0 | 60 | 9 | 157 | 38 | 0 | 204 | 532 |
| Total Volume | 28 | 28 | 37 | 0 | 93 | 31 | 932 | 41 | 0 | 1004 | 231 | 25 | 58 | 0 | 314 | 35 | 641 | 108 | 0 | 784 | 2195 |
| % App. Total | 30.1 | 30.1 | 39.8 | 0 | | 3.1 | 92.8 | 4.1 | 0 | | 73.6 | 8 | 18.5 | 0 | | 4.5 | 81.8 | 13.8 | 0 | | |
| PHF | .700 | .636 | .771 | .000 | .830 | .861 | .910 | .788 | .000 | .916 | .713 | .781 | .763 | .000 | .777 | .875 | .926 | .711 | .000 | .961 | .940 |





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75 Degrees - Sunny
 Schools in Session

File Name : Lone_Oak_Road_at_Lakeview_Drive_731431_12-04-2019
 Site Code : Site 9 - Wednesday
 Start Date : 12/4/2019
 Page No : 1

Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Lakeview Drive From North | | | | | Lone Oak Road From East | | | | | Lakeview Drive From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--------------|---------------------------|-----------|-----------|----------|------------|-------------------------|------------|-----------|----------|------------|---------------------------|-----------|-----------|----------|------------|-------------------------|-------------|-----------|----------|-------------|-------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 06:00 AM | 4 | 3 | 0 | 0 | 7 | 5 | 54 | 2 | 0 | 61 | 2 | 2 | 7 | 0 | 11 | 0 | 146 | 1 | 0 | 147 | 226 |
| 06:15 AM | 5 | 1 | 2 | 0 | 8 | 7 | 83 | 7 | 0 | 97 | 0 | 2 | 11 | 0 | 13 | 0 | 170 | 3 | 0 | 173 | 291 |
| 06:30 AM | 9 | 0 | 0 | 0 | 9 | 17 | 76 | 6 | 0 | 99 | 4 | 7 | 17 | 0 | 28 | 0 | 231 | 3 | 0 | 234 | 370 |
| 06:45 AM | 16 | 3 | 2 | 0 | 21 | 5 | 169 | 25 | 0 | 199 | 11 | 6 | 10 | 0 | 27 | 0 | 271 | 9 | 0 | 280 | 527 |
| Total | 34 | 7 | 4 | 0 | 45 | 34 | 382 | 40 | 0 | 456 | 17 | 17 | 45 | 0 | 79 | 0 | 818 | 16 | 0 | 834 | 1414 |
| 07:00 AM | 28 | 14 | 2 | 0 | 44 | 6 | 166 | 15 | 0 | 187 | 15 | 10 | 22 | 0 | 47 | 2 | 249 | 8 | 0 | 259 | 537 |
| 07:15 AM | 35 | 12 | 1 | 0 | 48 | 8 | 179 | 17 | 0 | 204 | 15 | 14 | 19 | 0 | 48 | 2 | 322 | 9 | 0 | 333 | 633 |
| 07:30 AM | 25 | 12 | 2 | 0 | 39 | 8 | 181 | 11 | 0 | 200 | 6 | 14 | 24 | 0 | 44 | 3 | 324 | 9 | 0 | 336 | 619 |
| 07:45 AM | 25 | 7 | 2 | 0 | 34 | 13 | 181 | 12 | 0 | 206 | 9 | 9 | 16 | 0 | 34 | 4 | 313 | 8 | 0 | 325 | 599 |
| Total | 113 | 45 | 7 | 0 | 165 | 35 | 707 | 55 | 0 | 797 | 45 | 47 | 81 | 0 | 173 | 11 | 1208 | 34 | 0 | 1253 | 2388 |
| 08:00 AM | 28 | 10 | 4 | 0 | 42 | 7 | 135 | 12 | 0 | 154 | 13 | 15 | 16 | 0 | 44 | 2 | 237 | 3 | 0 | 242 | 482 |
| 08:15 AM | 22 | 11 | 1 | 0 | 34 | 5 | 137 | 10 | 0 | 152 | 13 | 10 | 11 | 0 | 34 | 2 | 251 | 10 | 0 | 263 | 483 |
| 08:30 AM | 20 | 4 | 4 | 0 | 28 | 8 | 150 | 10 | 0 | 168 | 9 | 3 | 8 | 0 | 20 | 5 | 184 | 4 | 0 | 193 | 409 |
| 08:45 AM | 22 | 2 | 2 | 0 | 26 | 12 | 164 | 15 | 0 | 191 | 15 | 5 | 12 | 0 | 32 | 3 | 199 | 6 | 0 | 208 | 457 |
| Total | 92 | 27 | 11 | 0 | 130 | 32 | 586 | 47 | 0 | 665 | 50 | 33 | 47 | 0 | 130 | 12 | 871 | 23 | 0 | 906 | 1831 |
| 09:00 AM | 10 | 7 | 5 | 0 | 22 | 6 | 158 | 13 | 0 | 177 | 5 | 10 | 5 | 0 | 20 | 4 | 193 | 6 | 0 | 203 | 422 |
| 09:15 AM | 20 | 4 | 3 | 0 | 27 | 10 | 140 | 16 | 0 | 166 | 4 | 7 | 18 | 0 | 29 | 4 | 193 | 5 | 0 | 202 | 424 |
| 09:30 AM | 16 | 5 | 5 | 0 | 26 | 10 | 140 | 9 | 0 | 159 | 6 | 8 | 15 | 0 | 29 | 4 | 216 | 4 | 0 | 224 | 438 |
| 09:45 AM | 15 | 6 | 3 | 0 | 24 | 5 | 154 | 19 | 0 | 178 | 7 | 10 | 10 | 0 | 27 | 3 | 203 | 7 | 0 | 213 | 442 |
| Total | 61 | 22 | 16 | 0 | 99 | 31 | 592 | 57 | 0 | 680 | 22 | 35 | 48 | 0 | 105 | 15 | 805 | 22 | 0 | 842 | 1726 |
| 10:00 AM | 19 | 4 | 4 | 0 | 27 | 8 | 166 | 10 | 0 | 184 | 7 | 9 | 6 | 0 | 22 | 1 | 183 | 7 | 0 | 191 | 424 |
| 10:15 AM | 31 | 9 | 5 | 0 | 45 | 6 | 159 | 12 | 0 | 177 | 7 | 2 | 12 | 0 | 21 | 7 | 190 | 8 | 0 | 205 | 448 |
| 10:30 AM | 25 | 7 | 8 | 0 | 40 | 11 | 167 | 19 | 0 | 197 | 7 | 10 | 12 | 0 | 29 | 10 | 170 | 10 | 0 | 190 | 456 |
| 10:45 AM | 28 | 2 | 8 | 0 | 38 | 12 | 177 | 13 | 0 | 202 | 1 | 10 | 12 | 0 | 23 | 3 | 177 | 8 | 0 | 188 | 451 |
| Total | 103 | 22 | 25 | 0 | 150 | 37 | 669 | 54 | 0 | 760 | 22 | 31 | 42 | 0 | 95 | 21 | 720 | 33 | 0 | 774 | 1779 |
| 11:00 AM | 32 | 17 | 1 | 0 | 50 | 12 | 180 | 10 | 0 | 202 | 7 | 9 | 13 | 0 | 29 | 6 | 174 | 9 | 0 | 189 | 470 |
| 11:15 AM | 33 | 13 | 7 | 0 | 53 | 13 | 191 | 16 | 0 | 220 | 9 | 12 | 18 | 0 | 39 | 7 | 201 | 8 | 0 | 216 | 528 |
| 11:30 AM | 31 | 14 | 10 | 0 | 55 | 11 | 194 | 21 | 0 | 226 | 7 | 12 | 10 | 0 | 29 | 7 | 187 | 11 | 0 | 205 | 515 |
| 11:45 AM | 33 | 15 | 6 | 0 | 54 | 17 | 196 | 18 | 0 | 231 | 10 | 12 | 10 | 0 | 32 | 6 | 191 | 10 | 0 | 207 | 524 |
| Total | 129 | 59 | 24 | 0 | 212 | 53 | 761 | 65 | 0 | 879 | 33 | 45 | 51 | 0 | 129 | 26 | 753 | 38 | 0 | 817 | 2037 |
| 12:00 PM | 39 | 15 | 10 | 0 | 64 | 21 | 183 | 26 | 0 | 230 | 8 | 8 | 13 | 0 | 29 | 8 | 206 | 10 | 0 | 224 | 547 |
| 12:15 PM | 30 | 13 | 10 | 0 | 53 | 12 | 201 | 24 | 0 | 237 | 12 | 4 | 12 | 0 | 28 | 11 | 158 | 5 | 0 | 174 | 492 |
| 12:30 PM | 36 | 20 | 9 | 0 | 65 | 16 | 157 | 30 | 0 | 203 | 11 | 12 | 16 | 0 | 39 | 5 | 188 | 8 | 0 | 201 | 508 |
| 12:45 PM | 36 | 14 | 11 | 0 | 61 | 18 | 181 | 12 | 0 | 211 | 12 | 8 | 10 | 0 | 30 | 5 | 214 | 4 | 0 | 223 | 525 |
| Total | 141 | 62 | 40 | 0 | 243 | 67 | 722 | 92 | 0 | 881 | 43 | 32 | 51 | 0 | 126 | 29 | 766 | 27 | 0 | 822 | 2072 |
| 01:00 PM | 38 | 8 | 8 | 0 | 54 | 9 | 190 | 16 | 0 | 215 | 15 | 13 | 20 | 0 | 48 | 7 | 177 | 13 | 0 | 197 | 514 |
| 01:15 PM | 32 | 14 | 8 | 0 | 54 | 16 | 209 | 18 | 0 | 243 | 12 | 10 | 6 | 0 | 28 | 6 | 186 | 11 | 0 | 203 | 528 |
| 01:30 PM | 38 | 11 | 12 | 0 | 61 | 7 | 225 | 12 | 0 | 244 | 11 | 12 | 13 | 0 | 36 | 5 | 192 | 12 | 0 | 209 | 550 |
| 01:45 PM | 30 | 13 | 7 | 0 | 50 | 12 | 185 | 16 | 0 | 213 | 12 | 6 | 11 | 0 | 29 | 5 | 159 | 8 | 0 | 172 | 464 |
| Total | 138 | 46 | 35 | 0 | 219 | 44 | 809 | 62 | 0 | 915 | 50 | 41 | 50 | 0 | 141 | 23 | 714 | 44 | 0 | 781 | 2056 |
| 02:00 PM | 31 | 6 | 3 | 0 | 40 | 14 | 200 | 20 | 0 | 234 | 10 | 8 | 8 | 0 | 26 | 8 | 165 | 10 | 0 | 183 | 483 |
| 02:15 PM | 38 | 14 | 4 | 0 | 56 | 13 | 219 | 20 | 0 | 252 | 8 | 8 | 8 | 0 | 24 | 10 | 187 | 11 | 0 | 208 | 540 |
| 02:30 PM | 39 | 25 | 8 | 0 | 72 | 15 | 192 | 20 | 0 | 227 | 13 | 9 | 17 | 0 | 39 | 7 | 177 | 7 | 0 | 191 | 529 |
| 02:45 PM | 34 | 9 | 7 | 0 | 50 | 19 | 232 | 24 | 0 | 275 | 14 | 17 | 8 | 0 | 39 | 8 | 182 | 9 | 0 | 199 | 563 |
| Total | 142 | 54 | 22 | 0 | 218 | 61 | 843 | 84 | 0 | 988 | 45 | 42 | 41 | 0 | 128 | 33 | 711 | 37 | 0 | 781 | 2115 |



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Site Code : Site 9 - Wednesday

Start Date : 12/4/2019

Page No : 2

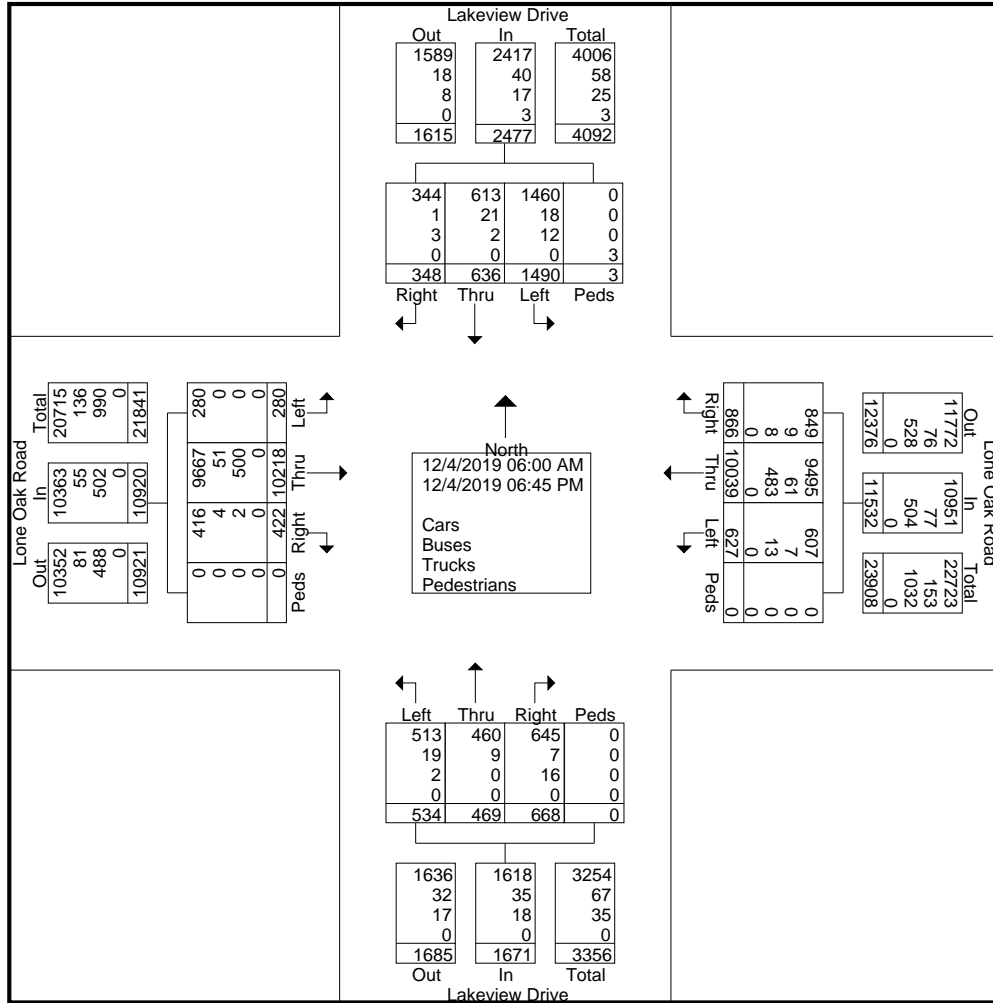
Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Lakeview Drive From North | | | | | Lone Oak Road From East | | | | | Lakeview Drive From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|----------------------|---------------------------|-------------|-------------|------------|-------------|-------------------------|--------------|------------|----------|--------------|---------------------------|-------------|-------------|----------|-------------|-------------------------|--------------|-------------|----------|--------------|--------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 03:00 PM | 30 | 19 | 12 | 0 | 61 | 19 | 195 | 22 | 0 | 236 | 9 | 8 | 7 | 0 | 24 | 7 | 175 | 9 | 0 | 191 | 512 |
| 03:15 PM | 33 | 19 | 7 | 0 | 59 | 17 | 243 | 22 | 0 | 282 | 15 | 10 | 14 | 0 | 39 | 4 | 176 | 1 | 0 | 181 | 561 |
| 03:30 PM | 49 | 24 | 13 | 0 | 86 | 11 | 249 | 20 | 0 | 280 | 21 | 11 | 25 | 0 | 57 | 9 | 201 | 17 | 0 | 227 | 650 |
| 03:45 PM | 50 | 23 | 11 | 0 | 84 | 18 | 276 | 22 | 0 | 316 | 19 | 16 | 13 | 0 | 48 | 12 | 207 | 9 | 0 | 228 | 676 |
| Total | 162 | 85 | 43 | 0 | 290 | 65 | 963 | 86 | 0 | 1114 | 64 | 45 | 59 | 0 | 168 | 32 | 759 | 36 | 0 | 827 | 2399 |
| 04:00 PM | 43 | 23 | 14 | 0 | 80 | 15 | 285 | 18 | 0 | 318 | 17 | 7 | 23 | 0 | 47 | 8 | 176 | 7 | 0 | 191 | 636 |
| 04:15 PM | 40 | 18 | 12 | 2 | 72 | 17 | 287 | 18 | 0 | 322 | 18 | 12 | 10 | 0 | 40 | 7 | 196 | 15 | 0 | 218 | 652 |
| 04:30 PM | 39 | 22 | 4 | 1 | 66 | 15 | 262 | 26 | 0 | 303 | 15 | 6 | 8 | 0 | 29 | 5 | 219 | 16 | 0 | 240 | 638 |
| 04:45 PM | 48 | 28 | 8 | 0 | 84 | 13 | 322 | 17 | 0 | 352 | 18 | 9 | 9 | 0 | 36 | 6 | 186 | 12 | 0 | 204 | 676 |
| Total | 170 | 91 | 38 | 3 | 302 | 60 | 1156 | 79 | 0 | 1295 | 68 | 34 | 50 | 0 | 152 | 26 | 777 | 50 | 0 | 853 | 2602 |
| 05:00 PM | 41 | 29 | 6 | 0 | 76 | 17 | 319 | 17 | 0 | 353 | 20 | 13 | 12 | 0 | 45 | 11 | 198 | 13 | 0 | 222 | 696 |
| 05:15 PM | 36 | 21 | 19 | 0 | 76 | 24 | 298 | 24 | 0 | 346 | 13 | 9 | 26 | 0 | 48 | 3 | 193 | 12 | 0 | 208 | 678 |
| 05:30 PM | 28 | 11 | 14 | 0 | 53 | 17 | 258 | 23 | 0 | 298 | 11 | 11 | 14 | 0 | 36 | 6 | 186 | 8 | 0 | 200 | 587 |
| 05:45 PM | 29 | 14 | 10 | 0 | 53 | 8 | 232 | 22 | 0 | 262 | 7 | 9 | 9 | 0 | 25 | 9 | 179 | 6 | 0 | 194 | 534 |
| Total | 134 | 75 | 49 | 0 | 258 | 66 | 1107 | 86 | 0 | 1259 | 51 | 42 | 61 | 0 | 154 | 29 | 756 | 39 | 0 | 824 | 2495 |
| 06:00 PM | 20 | 14 | 5 | 0 | 39 | 15 | 199 | 18 | 0 | 232 | 7 | 6 | 10 | 0 | 23 | 6 | 190 | 8 | 0 | 204 | 498 |
| 06:15 PM | 19 | 16 | 13 | 0 | 48 | 11 | 194 | 12 | 0 | 217 | 9 | 7 | 15 | 0 | 31 | 5 | 127 | 4 | 0 | 136 | 432 |
| 06:30 PM | 18 | 4 | 11 | 0 | 33 | 7 | 163 | 15 | 0 | 185 | 4 | 5 | 8 | 0 | 17 | 7 | 145 | 5 | 0 | 157 | 392 |
| 06:45 PM | 14 | 7 | 5 | 0 | 26 | 9 | 186 | 14 | 0 | 209 | 4 | 7 | 9 | 0 | 20 | 5 | 98 | 6 | 0 | 109 | 364 |
| Total | 71 | 41 | 34 | 0 | 146 | 42 | 742 | 59 | 0 | 843 | 24 | 25 | 42 | 0 | 91 | 23 | 560 | 23 | 0 | 606 | 1686 |
| Grand Total | 1490 | 636 | 348 | 3 | 2477 | 627 | 10039 | 866 | 0 | 11532 | 534 | 469 | 668 | 0 | 1671 | 280 | 10218 | 422 | 0 | 10920 | 26600 |
| Apprch % | 60.2 | 25.7 | 14 | 0.1 | | 5.4 | 87.1 | 7.5 | 0 | | 32 | 28.1 | 40 | 0 | | 2.6 | 93.6 | 3.9 | 0 | | |
| Total % | 5.6 | 2.4 | 1.3 | 0 | 9.3 | 2.4 | 37.7 | 3.3 | 0 | 43.4 | 2 | 1.8 | 2.5 | 0 | 6.3 | 1.1 | 38.4 | 1.6 | 0 | 41.1 | |
| Cars | 1460 | 613 | 344 | 0 | 2417 | 607 | 9495 | 849 | 0 | 10951 | 513 | 460 | 645 | 0 | 1618 | 280 | 9667 | 416 | 0 | 10363 | 25349 |
| % Cars | 98 | 96.4 | 98.9 | 0 | 97.6 | 96.8 | 94.6 | 98 | 0 | 95 | 96.1 | 98.1 | 96.6 | 0 | 96.8 | 100 | 94.6 | 98.6 | 0 | 94.9 | 95.3 |
| Buses | 18 | 21 | 1 | 0 | 40 | 7 | 61 | 9 | 0 | 77 | 19 | 9 | 7 | 0 | 35 | 0 | 51 | 4 | 0 | 55 | 207 |
| % Buses | 1.2 | 3.3 | 0.3 | 0 | 1.6 | 1.1 | 0.6 | 1 | 0 | 0.7 | 3.6 | 1.9 | 1 | 0 | 2.1 | 0 | 0.5 | 0.9 | 0 | 0.5 | 0.8 |
| Trucks | 12 | 2 | 3 | 0 | 17 | 13 | 483 | 8 | 0 | 504 | 2 | 0 | 16 | 0 | 18 | 0 | 500 | 2 | 0 | 502 | 1041 |
| % Trucks | 0.8 | 0.3 | 0.9 | 0 | 0.7 | 2.1 | 4.8 | 0.9 | 0 | 4.4 | 0.4 | 0 | 2.4 | 0 | 1.1 | 0 | 4.9 | 0.5 | 0 | 4.6 | 3.9 |
| Pedestrians | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Pedestrians | 0 | 0 | 0 | 100 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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 Start Date : 12/4/2019
 Page No : 3

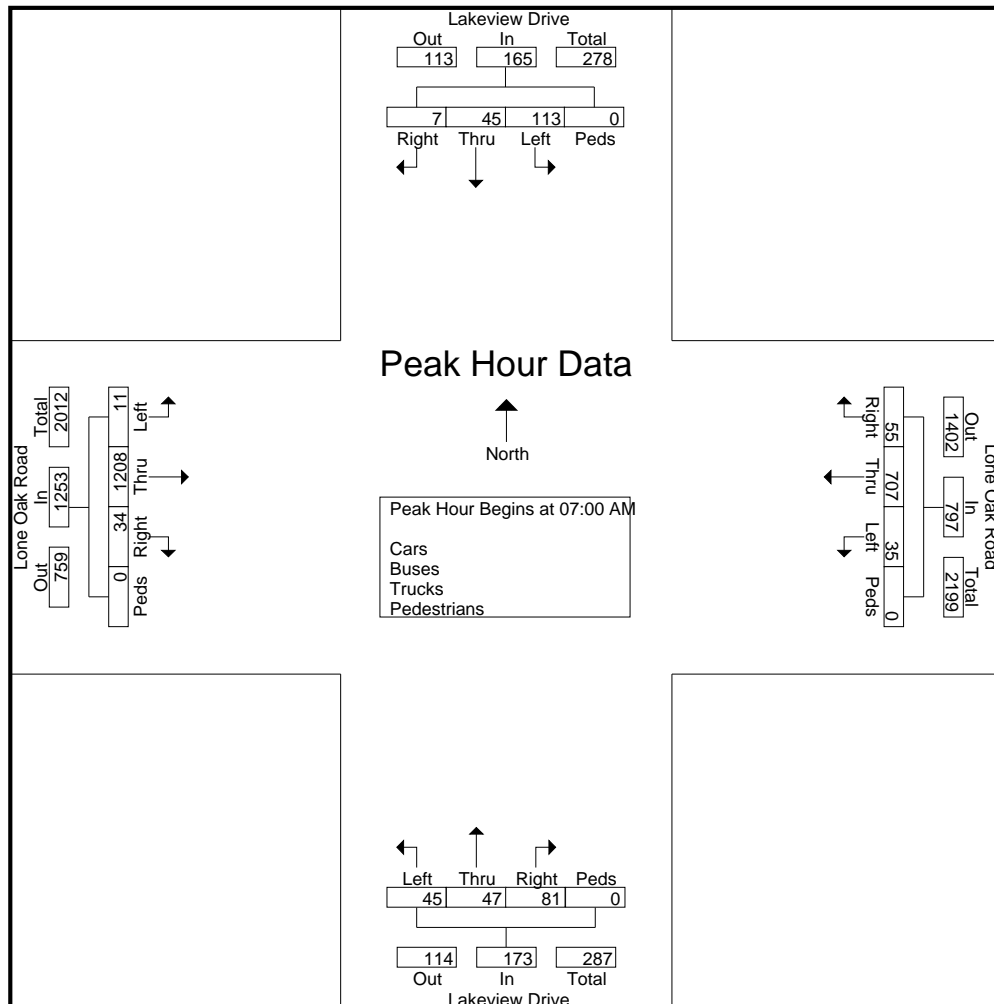




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"15 Years ... and still Counting"

File Name : Lone_Oak_Road_at_Lakeview_Drive_731431_12-04-2019
 Site Code : Site 9 - Wednesday
 Start Date : 12/4/2019
 Page No : 4

| Start Time | Lakeview Drive From North | | | | | Lone Oak Road From East | | | | | Lakeview Drive From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 28 | 14 | 2 | 0 | 44 | 6 | 166 | 15 | 0 | 187 | 15 | 10 | 22 | 0 | 47 | 2 | 249 | 8 | 0 | 259 | 537 |
| 07:15 AM | 35 | 12 | 1 | 0 | 48 | 8 | 179 | 17 | 0 | 204 | 15 | 14 | 19 | 0 | 48 | 2 | 322 | 9 | 0 | 333 | 633 |
| 07:30 AM | 25 | 12 | 2 | 0 | 39 | 8 | 181 | 11 | 0 | 200 | 6 | 14 | 24 | 0 | 44 | 3 | 324 | 9 | 0 | 336 | 619 |
| 07:45 AM | 25 | 7 | 2 | 0 | 34 | 13 | 181 | 12 | 0 | 206 | 9 | 9 | 16 | 0 | 34 | 4 | 313 | 8 | 0 | 325 | 599 |
| Total Volume | 113 | 45 | 7 | 0 | 165 | 35 | 707 | 55 | 0 | 797 | 45 | 47 | 81 | 0 | 173 | 11 | 1208 | 34 | 0 | 1253 | 2388 |
| % App. Total | 68.5 | 27.3 | 4.2 | 0 | | 4.4 | 88.7 | 6.9 | 0 | | 26 | 27.2 | 46.8 | 0 | | 0.9 | 96.4 | 2.7 | 0 | | |
| PHF | .807 | .804 | .875 | .000 | .859 | .673 | .977 | .809 | .000 | .967 | .750 | .839 | .844 | .000 | .901 | .688 | .932 | .944 | .000 | .932 | .943 |

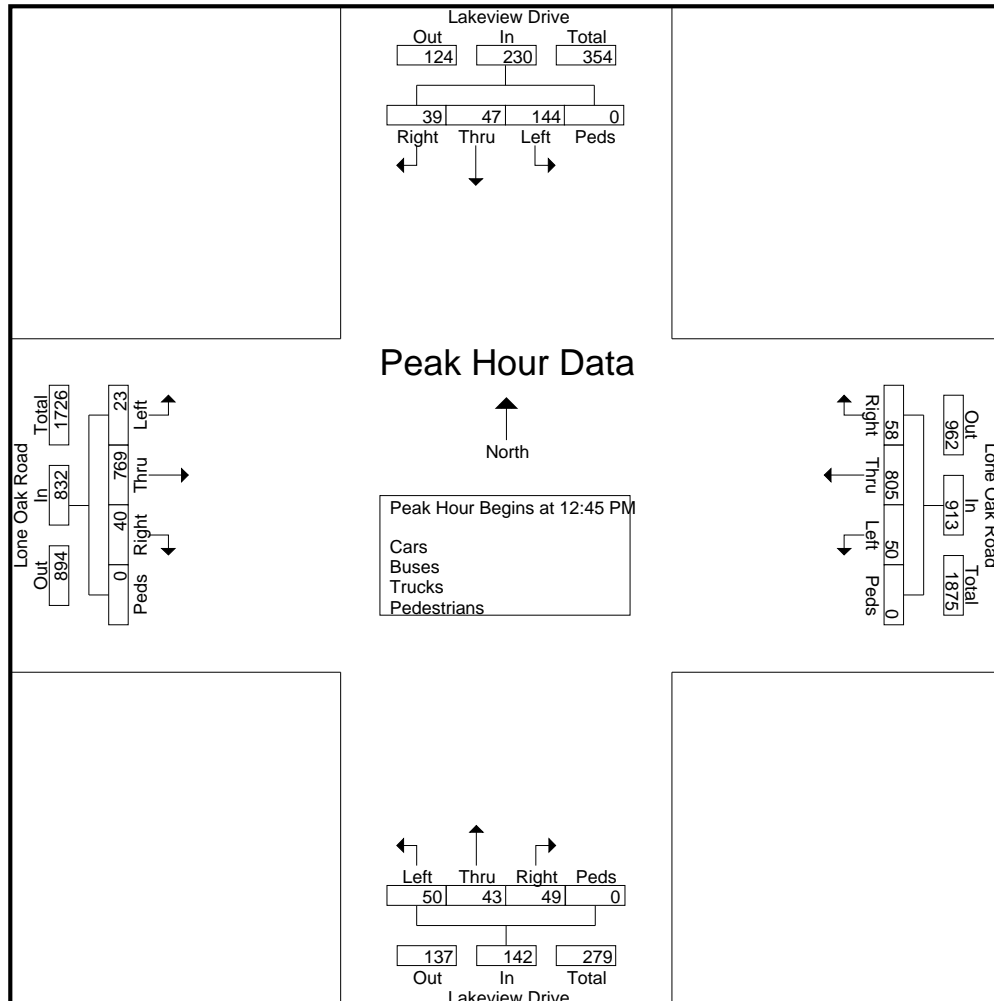




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File Name : Lone_Oak_Road_at_Lakeview_Drive_731431_12-04-2019
 Site Code : Site 9 - Wednesday
 Start Date : 12/4/2019
 Page No : 5

| Start Time | Lakeview Drive From North | | | | | Lone Oak Road From East | | | | | Lakeview Drive From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:45 PM | | | | | | | | | | | | | | | | | | | | | |
| 12:45 PM | 36 | 14 | 11 | 0 | 61 | 18 | 181 | 12 | 0 | 211 | 12 | 8 | 10 | 0 | 30 | 5 | 214 | 4 | 0 | 223 | 525 |
| 01:00 PM | 38 | 8 | 8 | 0 | 54 | 9 | 190 | 16 | 0 | 215 | 15 | 13 | 20 | 0 | 48 | 7 | 177 | 13 | 0 | 197 | 514 |
| 01:15 PM | 32 | 14 | 8 | 0 | 54 | 16 | 209 | 18 | 0 | 243 | 12 | 10 | 6 | 0 | 28 | 6 | 186 | 11 | 0 | 203 | 528 |
| 01:30 PM | 38 | 11 | 12 | 0 | 61 | 7 | 225 | 12 | 0 | 244 | 11 | 12 | 13 | 0 | 36 | 5 | 192 | 12 | 0 | 209 | 550 |
| Total Volume | 144 | 47 | 39 | 0 | 230 | 50 | 805 | 58 | 0 | 913 | 50 | 43 | 49 | 0 | 142 | 23 | 769 | 40 | 0 | 832 | 2117 |
| % App. Total | 62.6 | 20.4 | 17 | 0 | | 5.5 | 88.2 | 6.4 | 0 | | 35.2 | 30.3 | 34.5 | 0 | | 2.8 | 92.4 | 4.8 | 0 | | |
| PHF | .947 | .839 | .813 | .000 | .943 | .694 | .894 | .806 | .000 | .935 | .833 | .827 | .613 | .000 | .740 | .821 | .898 | .769 | .000 | .933 | .962 |

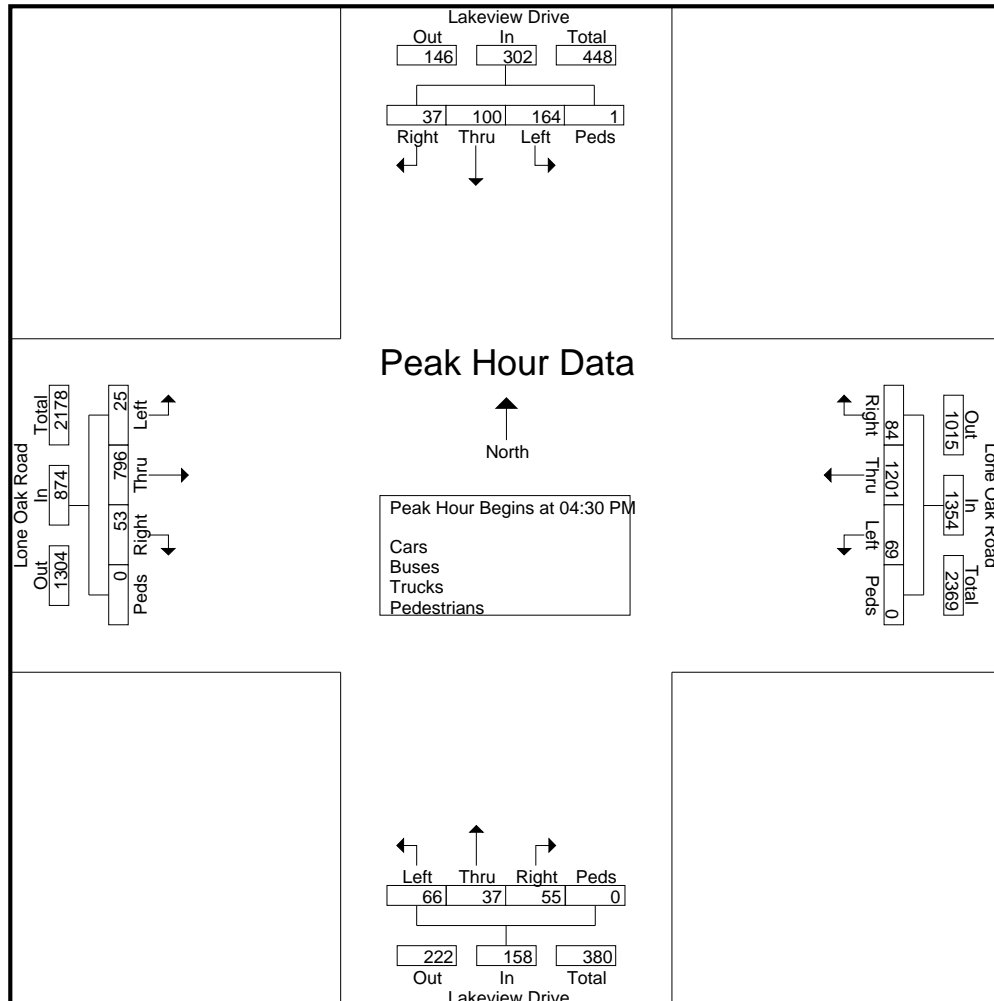




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File Name : Lone_Oak_Road_at_Lakeview_Drive_731431_12-04-2019
 Site Code : Site 9 - Wednesday
 Start Date : 12/4/2019
 Page No : 6

| Start Time | Lakeview Drive From North | | | | | Lone Oak Road From East | | | | | Lakeview Drive From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|---------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 39 | 22 | 4 | 1 | 66 | 15 | 262 | 26 | 0 | 303 | 15 | 6 | 8 | 0 | 29 | 5 | 219 | 16 | 0 | 240 | 638 |
| 04:45 PM | 48 | 28 | 8 | 0 | 84 | 13 | 322 | 17 | 0 | 352 | 18 | 9 | 9 | 0 | 36 | 6 | 186 | 12 | 0 | 204 | 676 |
| 05:00 PM | 41 | 29 | 6 | 0 | 76 | 17 | 319 | 17 | 0 | 353 | 20 | 13 | 12 | 0 | 45 | 11 | 198 | 13 | 0 | 222 | 696 |
| 05:15 PM | 36 | 21 | 19 | 0 | 76 | 24 | 298 | 24 | 0 | 346 | 13 | 9 | 26 | 0 | 48 | 3 | 193 | 12 | 0 | 208 | 678 |
| Total Volume | 164 | 100 | 37 | 1 | 302 | 69 | 1201 | 84 | 0 | 1354 | 66 | 37 | 55 | 0 | 158 | 25 | 796 | 53 | 0 | 874 | 2688 |
| % App. Total | 54.3 | 33.1 | 12.3 | 0.3 | | 5.1 | 88.7 | 6.2 | 0 | | 41.8 | 23.4 | 34.8 | 0 | | 2.9 | 91.1 | 6.1 | 0 | | |
| PHF | .854 | .862 | .487 | .250 | .899 | .719 | .932 | .808 | .000 | .959 | .825 | .712 | .529 | .000 | .823 | .568 | .909 | .828 | .000 | .910 | .966 |





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75 Degrees - Sunny
 Schools in Session

File Name : Lone_Oak_Road_at_Lovellaceville_Road_731434_12-04-2019
 Site Code : Site 11 - Wednesday
 Start Date : 12/4/2019
 Page No : 1

Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Lone Oak Road From North | | | | | Parking Lot From East | | | | | Lone Oak Road From South | | | | | Lovellaceville Road From West | | | | | Int. Total |
|--------------|--------------------------|------------|------------|----------|-------------|-----------------------|----------|-----------|----------|------------|--------------------------|-------------|----------|----------|-------------|-------------------------------|----------|-----------|----------|------------|-------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 06:00 AM | 1 | 55 | 3 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 0 | 0 | 123 | 31 | 0 | 0 | 0 | 31 | 213 |
| 06:15 AM | 0 | 76 | 5 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 0 | 0 | 148 | 34 | 0 | 0 | 0 | 34 | 263 |
| 06:30 AM | 1 | 49 | 13 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 1 | 222 | 0 | 0 | 223 | 48 | 0 | 0 | 0 | 48 | 334 |
| 06:45 AM | 0 | 113 | 18 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 285 | 0 | 0 | 285 | 52 | 0 | 0 | 0 | 52 | 468 |
| Total | 2 | 293 | 39 | 0 | 334 | 0 | 0 | 0 | 0 | 0 | 1 | 778 | 0 | 0 | 779 | 165 | 0 | 0 | 0 | 165 | 1278 |
| 07:00 AM | 0 | 159 | 24 | 0 | 183 | 0 | 0 | 0 | 0 | 0 | 1 | 297 | 0 | 0 | 298 | 63 | 0 | 1 | 1 | 65 | 546 |
| 07:15 AM | 0 | 187 | 28 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 292 | 0 | 0 | 292 | 62 | 1 | 5 | 0 | 68 | 575 |
| 07:30 AM | 0 | 162 | 15 | 0 | 177 | 2 | 1 | 0 | 0 | 3 | 0 | 339 | 0 | 0 | 339 | 63 | 0 | 2 | 0 | 65 | 584 |
| 07:45 AM | 0 | 136 | 24 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 1 | 321 | 1 | 0 | 323 | 70 | 2 | 2 | 0 | 74 | 557 |
| Total | 0 | 644 | 91 | 0 | 735 | 2 | 1 | 0 | 0 | 3 | 2 | 1249 | 1 | 0 | 1252 | 258 | 3 | 10 | 1 | 272 | 2262 |
| 08:00 AM | 0 | 111 | 27 | 0 | 138 | 0 | 0 | 1 | 0 | 1 | 2 | 254 | 0 | 0 | 256 | 57 | 0 | 5 | 0 | 62 | 457 |
| 08:15 AM | 0 | 126 | 27 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 1 | 234 | 0 | 0 | 235 | 50 | 1 | 5 | 0 | 56 | 444 |
| 08:30 AM | 0 | 137 | 27 | 0 | 164 | 0 | 0 | 1 | 0 | 1 | 3 | 205 | 1 | 0 | 209 | 49 | 0 | 5 | 0 | 54 | 428 |
| 08:45 AM | 0 | 128 | 22 | 0 | 150 | 0 | 0 | 1 | 0 | 1 | 1 | 230 | 1 | 0 | 232 | 37 | 1 | 2 | 0 | 40 | 423 |
| Total | 0 | 502 | 103 | 0 | 605 | 0 | 0 | 3 | 0 | 3 | 7 | 923 | 2 | 0 | 932 | 193 | 2 | 17 | 0 | 212 | 1752 |
| 09:00 AM | 0 | 160 | 30 | 0 | 190 | 0 | 1 | 1 | 0 | 2 | 1 | 219 | 1 | 0 | 221 | 34 | 0 | 4 | 0 | 38 | 451 |
| 09:15 AM | 1 | 154 | 24 | 0 | 179 | 2 | 0 | 2 | 0 | 4 | 3 | 205 | 0 | 0 | 208 | 42 | 0 | 4 | 0 | 46 | 437 |
| 09:30 AM | 0 | 126 | 21 | 0 | 147 | 0 | 0 | 3 | 0 | 3 | 4 | 226 | 2 | 0 | 232 | 51 | 0 | 2 | 0 | 53 | 435 |
| 09:45 AM | 0 | 141 | 27 | 0 | 168 | 0 | 0 | 4 | 0 | 4 | 4 | 193 | 1 | 0 | 198 | 39 | 1 | 3 | 0 | 43 | 413 |
| Total | 1 | 581 | 102 | 0 | 684 | 2 | 1 | 10 | 0 | 13 | 12 | 843 | 4 | 0 | 859 | 166 | 1 | 13 | 0 | 180 | 1736 |
| 10:00 AM | 0 | 151 | 22 | 0 | 173 | 0 | 0 | 4 | 2 | 6 | 0 | 170 | 2 | 0 | 172 | 25 | 1 | 2 | 0 | 28 | 379 |
| 10:15 AM | 0 | 124 | 22 | 0 | 146 | 0 | 0 | 1 | 0 | 1 | 1 | 186 | 2 | 1 | 190 | 31 | 0 | 1 | 1 | 33 | 370 |
| 10:30 AM | 1 | 119 | 35 | 0 | 155 | 0 | 0 | 2 | 0 | 2 | 1 | 200 | 1 | 0 | 202 | 29 | 0 | 6 | 0 | 35 | 394 |
| 10:45 AM | 0 | 149 | 32 | 0 | 181 | 0 | 1 | 2 | 0 | 3 | 3 | 171 | 2 | 0 | 176 | 33 | 0 | 3 | 0 | 36 | 396 |
| Total | 1 | 543 | 111 | 0 | 655 | 0 | 1 | 9 | 2 | 12 | 5 | 727 | 7 | 1 | 740 | 118 | 1 | 12 | 1 | 132 | 1539 |
| 11:00 AM | 0 | 160 | 39 | 0 | 199 | 0 | 0 | 1 | 1 | 2 | 2 | 181 | 1 | 0 | 184 | 38 | 0 | 3 | 0 | 41 | 426 |
| 11:15 AM | 1 | 164 | 37 | 0 | 202 | 0 | 0 | 1 | 1 | 2 | 2 | 198 | 0 | 0 | 200 | 36 | 0 | 6 | 0 | 42 | 446 |
| 11:30 AM | 1 | 191 | 34 | 0 | 226 | 2 | 0 | 1 | 1 | 4 | 1 | 200 | 2 | 0 | 203 | 34 | 0 | 1 | 0 | 35 | 468 |
| 11:45 AM | 0 | 179 | 28 | 0 | 207 | 0 | 1 | 3 | 1 | 5 | 3 | 187 | 0 | 0 | 190 | 35 | 1 | 3 | 0 | 39 | 441 |
| Total | 2 | 694 | 138 | 0 | 834 | 2 | 1 | 6 | 4 | 13 | 8 | 766 | 3 | 0 | 777 | 143 | 1 | 13 | 0 | 157 | 1781 |
| 12:00 PM | 0 | 166 | 34 | 0 | 200 | 2 | 0 | 2 | 0 | 4 | 2 | 187 | 0 | 0 | 189 | 28 | 0 | 4 | 0 | 32 | 425 |
| 12:15 PM | 2 | 200 | 33 | 0 | 235 | 0 | 0 | 2 | 0 | 2 | 1 | 193 | 1 | 0 | 195 | 24 | 1 | 2 | 0 | 27 | 459 |
| 12:30 PM | 1 | 163 | 38 | 0 | 202 | 0 | 0 | 0 | 0 | 0 | 6 | 209 | 0 | 0 | 215 | 34 | 0 | 3 | 0 | 37 | 454 |
| 12:45 PM | 1 | 160 | 38 | 0 | 199 | 1 | 0 | 0 | 0 | 1 | 2 | 189 | 0 | 0 | 191 | 32 | 0 | 3 | 1 | 36 | 427 |
| Total | 4 | 689 | 143 | 0 | 836 | 3 | 0 | 4 | 0 | 7 | 11 | 778 | 1 | 0 | 790 | 118 | 1 | 12 | 1 | 132 | 1765 |
| 01:00 PM | 1 | 164 | 35 | 0 | 200 | 3 | 0 | 1 | 1 | 5 | 0 | 173 | 0 | 0 | 173 | 31 | 1 | 3 | 0 | 35 | 413 |
| 01:15 PM | 0 | 202 | 41 | 0 | 243 | 1 | 0 | 0 | 0 | 1 | 2 | 206 | 1 | 1 | 210 | 33 | 0 | 4 | 0 | 37 | 491 |
| 01:30 PM | 1 | 190 | 36 | 0 | 227 | 0 | 1 | 1 | 0 | 2 | 2 | 165 | 1 | 0 | 168 | 29 | 0 | 2 | 0 | 31 | 428 |
| 01:45 PM | 0 | 187 | 27 | 0 | 214 | 0 | 0 | 1 | 0 | 1 | 2 | 167 | 0 | 0 | 169 | 33 | 2 | 7 | 0 | 42 | 426 |
| Total | 2 | 743 | 139 | 0 | 884 | 4 | 1 | 3 | 1 | 9 | 6 | 711 | 2 | 1 | 720 | 126 | 3 | 16 | 0 | 145 | 1758 |
| 02:00 PM | 1 | 166 | 37 | 0 | 204 | 1 | 0 | 1 | 0 | 2 | 2 | 148 | 1 | 0 | 151 | 37 | 0 | 3 | 0 | 40 | 397 |
| 02:15 PM | 0 | 223 | 41 | 0 | 264 | 1 | 0 | 1 | 0 | 2 | 2 | 161 | 0 | 0 | 163 | 37 | 0 | 3 | 0 | 40 | 469 |
| 02:30 PM | 0 | 247 | 32 | 0 | 279 | 0 | 0 | 3 | 0 | 3 | 1 | 163 | 0 | 0 | 164 | 37 | 0 | 5 | 0 | 42 | 488 |
| 02:45 PM | 0 | 221 | 38 | 0 | 259 | 0 | 0 | 1 | 0 | 1 | 2 | 169 | 1 | 0 | 172 | 36 | 0 | 2 | 0 | 38 | 470 |
| Total | 1 | 857 | 148 | 0 | 1006 | 2 | 0 | 6 | 0 | 8 | 7 | 641 | 2 | 0 | 650 | 147 | 0 | 13 | 0 | 160 | 1824 |



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File Name : Lone_Oak_Road_at_Lovellaceville_Road_731434_12-04-2019

Site Code : Site 11 - Wednesday

Start Date : 12/4/2019

Page No : 2

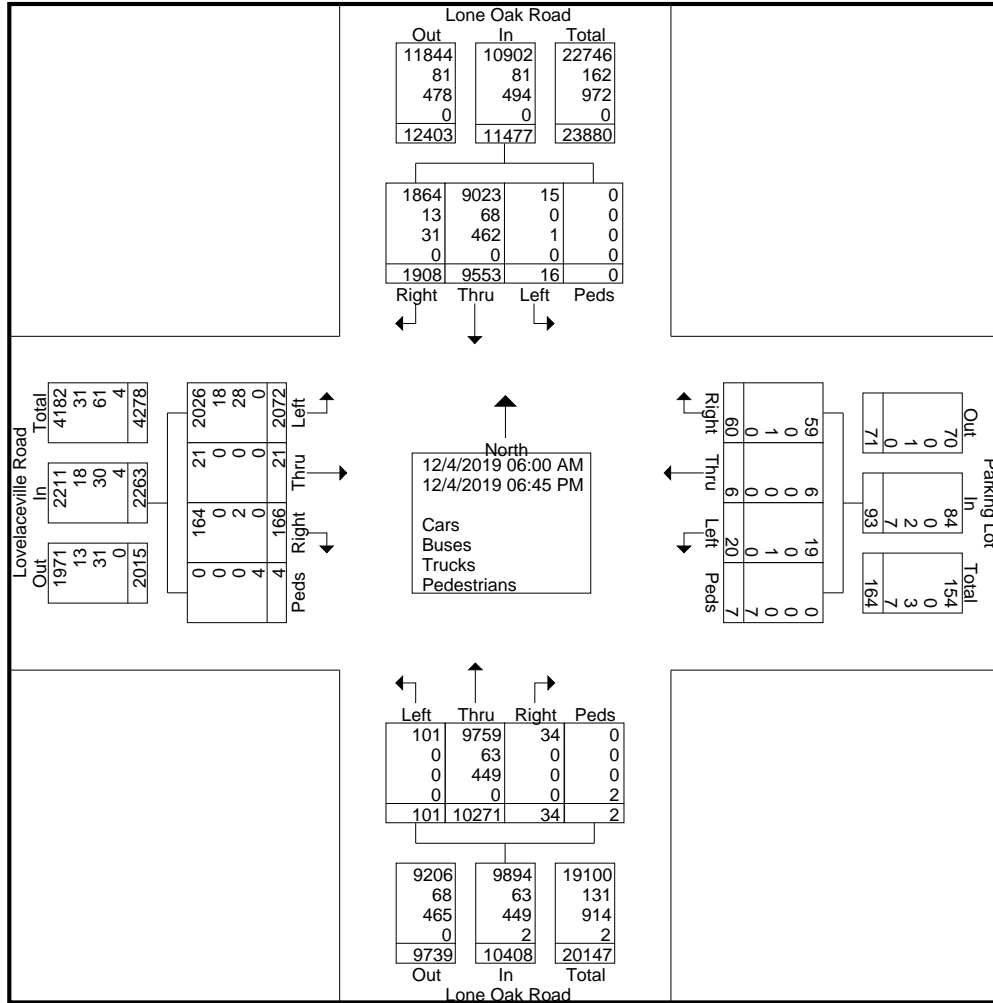
Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Lone Oak Road From North | | | | | Parking Lot From East | | | | | Lone Oak Road From South | | | | | Lovellaceville Road From West | | | | | Int. Total |
|---------------|--------------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|--------------------------|-------|-------|------|------------|-------------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 03:00 PM | 0 | 185 | 40 | 0 | 225 | 0 | 0 | 1 | 0 | 1 | 2 | 169 | 2 | 0 | 173 | 34 | 1 | 1 | 0 | 36 | 435 |
| 03:15 PM | 3 | 253 | 46 | 0 | 302 | 1 | 0 | 3 | 0 | 4 | 1 | 169 | 0 | 0 | 170 | 38 | 1 | 4 | 0 | 43 | 519 |
| 03:30 PM | 0 | 275 | 61 | 0 | 336 | 0 | 0 | 3 | 0 | 3 | 5 | 218 | 1 | 0 | 224 | 40 | 0 | 4 | 0 | 44 | 607 |
| 03:45 PM | 0 | 281 | 69 | 0 | 350 | 1 | 0 | 0 | 0 | 1 | 4 | 241 | 1 | 0 | 246 | 49 | 3 | 4 | 0 | 56 | 653 |
| Total | 3 | 994 | 216 | 0 | 1213 | 2 | 0 | 7 | 0 | 9 | 12 | 797 | 4 | 0 | 813 | 161 | 5 | 13 | 0 | 179 | 2214 |
| 04:00 PM | 0 | 261 | 62 | 0 | 323 | 0 | 0 | 2 | 0 | 2 | 3 | 160 | 1 | 0 | 164 | 40 | 1 | 7 | 0 | 48 | 537 |
| 04:15 PM | 0 | 289 | 58 | 0 | 347 | 1 | 1 | 3 | 0 | 5 | 2 | 194 | 1 | 0 | 197 | 37 | 0 | 3 | 0 | 40 | 589 |
| 04:30 PM | 0 | 272 | 60 | 0 | 332 | 2 | 0 | 0 | 0 | 2 | 1 | 206 | 1 | 0 | 208 | 50 | 0 | 4 | 0 | 54 | 596 |
| 04:45 PM | 0 | 315 | 69 | 0 | 384 | 0 | 0 | 2 | 0 | 2 | 2 | 194 | 1 | 0 | 197 | 42 | 1 | 6 | 0 | 49 | 632 |
| Total | 0 | 1137 | 249 | 0 | 1386 | 3 | 1 | 7 | 0 | 11 | 8 | 754 | 4 | 0 | 766 | 169 | 2 | 20 | 0 | 191 | 2354 |
| 05:00 PM | 0 | 327 | 62 | 0 | 389 | 0 | 0 | 1 | 0 | 1 | 5 | 197 | 2 | 0 | 204 | 41 | 1 | 5 | 0 | 47 | 641 |
| 05:15 PM | 0 | 334 | 74 | 0 | 408 | 0 | 0 | 0 | 0 | 0 | 5 | 196 | 0 | 0 | 201 | 42 | 1 | 5 | 0 | 48 | 657 |
| 05:30 PM | 0 | 261 | 54 | 0 | 315 | 0 | 0 | 3 | 0 | 3 | 3 | 223 | 0 | 0 | 226 | 50 | 0 | 2 | 0 | 52 | 596 |
| 05:45 PM | 0 | 245 | 60 | 0 | 305 | 0 | 0 | 1 | 0 | 1 | 1 | 169 | 1 | 0 | 171 | 43 | 0 | 3 | 0 | 46 | 523 |
| Total | 0 | 1167 | 250 | 0 | 1417 | 0 | 0 | 5 | 0 | 5 | 14 | 785 | 3 | 0 | 802 | 176 | 2 | 15 | 0 | 193 | 2417 |
| 06:00 PM | 0 | 213 | 41 | 0 | 254 | 0 | 0 | 0 | 0 | 0 | 1 | 187 | 0 | 0 | 188 | 37 | 0 | 4 | 0 | 41 | 483 |
| 06:15 PM | 0 | 182 | 39 | 0 | 221 | 0 | 0 | 0 | 0 | 0 | 1 | 134 | 0 | 0 | 135 | 34 | 0 | 2 | 1 | 37 | 393 |
| 06:30 PM | 0 | 157 | 38 | 0 | 195 | 0 | 0 | 0 | 0 | 0 | 4 | 112 | 0 | 0 | 116 | 28 | 0 | 3 | 0 | 31 | 342 |
| 06:45 PM | 0 | 157 | 61 | 0 | 218 | 0 | 0 | 0 | 0 | 0 | 2 | 86 | 1 | 0 | 89 | 33 | 0 | 3 | 0 | 36 | 343 |
| Total | 0 | 709 | 179 | 0 | 888 | 0 | 0 | 0 | 0 | 0 | 8 | 519 | 1 | 0 | 528 | 132 | 0 | 12 | 1 | 145 | 1561 |
| Grand Total | 16 | 9553 | 1908 | 0 | 11477 | 20 | 6 | 60 | 7 | 93 | 101 | 10271 | 34 | 2 | 10408 | 2072 | 21 | 166 | 4 | 2263 | 24241 |
| Apprch % | 0.1 | 83.2 | 16.6 | 0 | | 21.5 | 6.5 | 64.5 | 7.5 | | 1 | 98.7 | 0.3 | 0 | | 91.6 | 0.9 | 7.3 | 0.2 | | |
| Total % | 0.1 | 39.4 | 7.9 | 0 | 47.3 | 0.1 | 0 | 0.2 | 0 | 0.4 | 0.4 | 42.4 | 0.1 | 0 | 42.9 | 8.5 | 0.1 | 0.7 | 0 | 9.3 | |
| Cars | 15 | 9023 | 1864 | 0 | 10902 | 19 | 6 | 59 | 0 | 84 | 101 | 9759 | 34 | 0 | 9894 | 2026 | 21 | 164 | 0 | 2211 | 23091 |
| % Cars | 93.8 | 94.5 | 97.7 | 0 | 95 | 95 | 100 | 98.3 | 0 | 90.3 | 100 | 95 | 100 | 0 | 95.1 | 97.8 | 100 | 98.8 | 0 | 97.7 | 95.3 |
| Buses | 0 | 68 | 13 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 63 | 18 | 0 | 0 | 0 | 18 | 162 |
| % Buses | 0 | 0.7 | 0.7 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0.6 | 0 | 0 | 0.6 | 0.9 | 0 | 0 | 0 | 0.8 | 0.7 |
| Trucks | 1 | 462 | 31 | 0 | 494 | 1 | 0 | 1 | 0 | 2 | 0 | 449 | 0 | 0 | 449 | 28 | 0 | 2 | 0 | 30 | 975 |
| % Trucks | 6.2 | 4.8 | 1.6 | 0 | 4.3 | 5 | 0 | 1.7 | 0 | 2.2 | 0 | 4.4 | 0 | 0 | 4.3 | 1.4 | 0 | 1.2 | 0 | 1.3 | 4 |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 4 | 4 | 13 |
| % Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 7.5 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0.2 | 0.1 |



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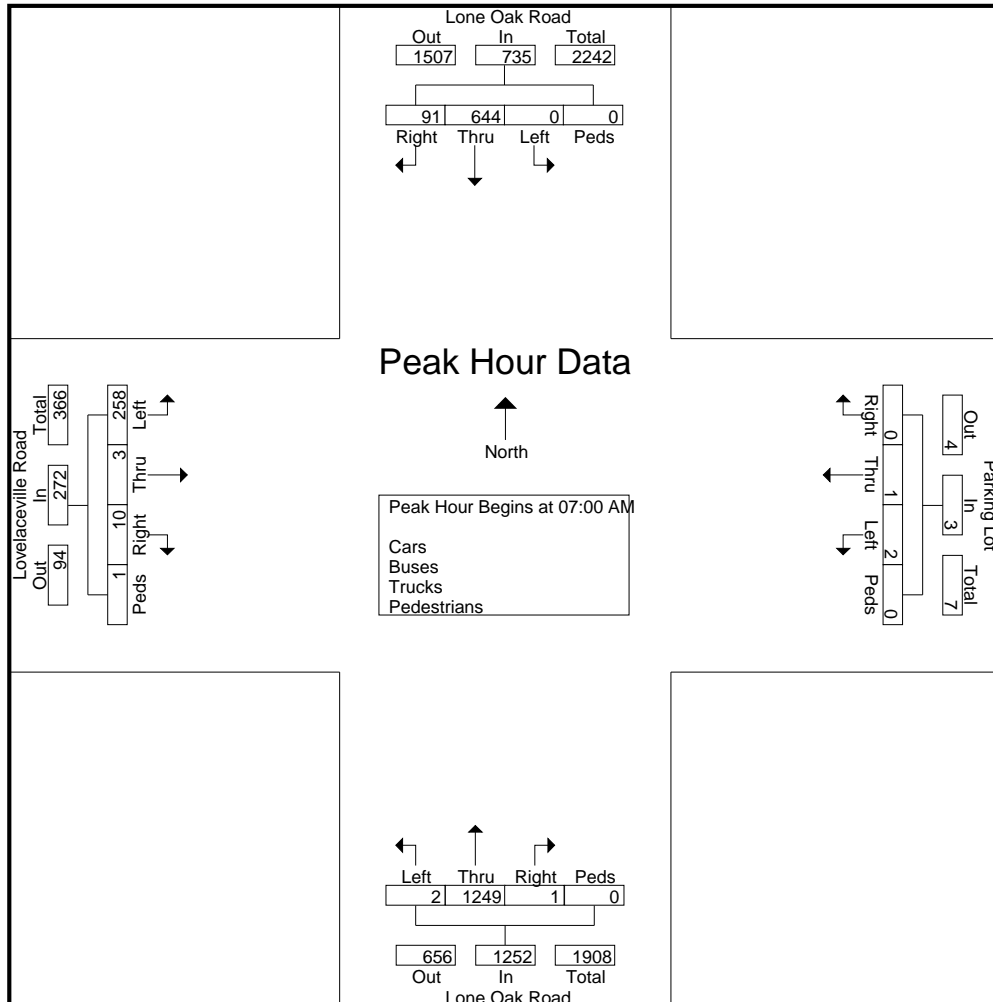




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 Site Code : Site 11 - Wednesday
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| Start Time | Lone Oak Road From North | | | | | Parking Lot From East | | | | | Lone Oak Road From South | | | | | Lovellaceville Road From West | | | | | Int. Total |
|--|--------------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-------------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 159 | 24 | 0 | 183 | 0 | 0 | 0 | 0 | 0 | 1 | 297 | 0 | 0 | 298 | 63 | 0 | 1 | 1 | 65 | 546 |
| 07:15 AM | 0 | 187 | 28 | 0 | 215 | 0 | 0 | 0 | 0 | 0 | 0 | 292 | 0 | 0 | 292 | 62 | 1 | 5 | 0 | 68 | 575 |
| 07:30 AM | 0 | 162 | 15 | 0 | 177 | 2 | 1 | 0 | 0 | 3 | 0 | 339 | 0 | 0 | 339 | 63 | 0 | 2 | 0 | 65 | 584 |
| 07:45 AM | 0 | 136 | 24 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 1 | 321 | 1 | 0 | 323 | 70 | 2 | 2 | 0 | 74 | 557 |
| Total Volume | 0 | 644 | 91 | 0 | 735 | 2 | 1 | 0 | 0 | 3 | 2 | 1249 | 1 | 0 | 1252 | 258 | 3 | 10 | 1 | 272 | 2262 |
| % App. Total | 0 | 87.6 | 12.4 | 0 | | 66.7 | 33.3 | 0 | 0 | | 0.2 | 99.8 | 0.1 | 0 | | 94.9 | 1.1 | 3.7 | 0.4 | | |
| PHF | .000 | .861 | .813 | .000 | .855 | .250 | .250 | .000 | .000 | .250 | .500 | .921 | .250 | .000 | .923 | .921 | .375 | .500 | .250 | .919 | .968 |

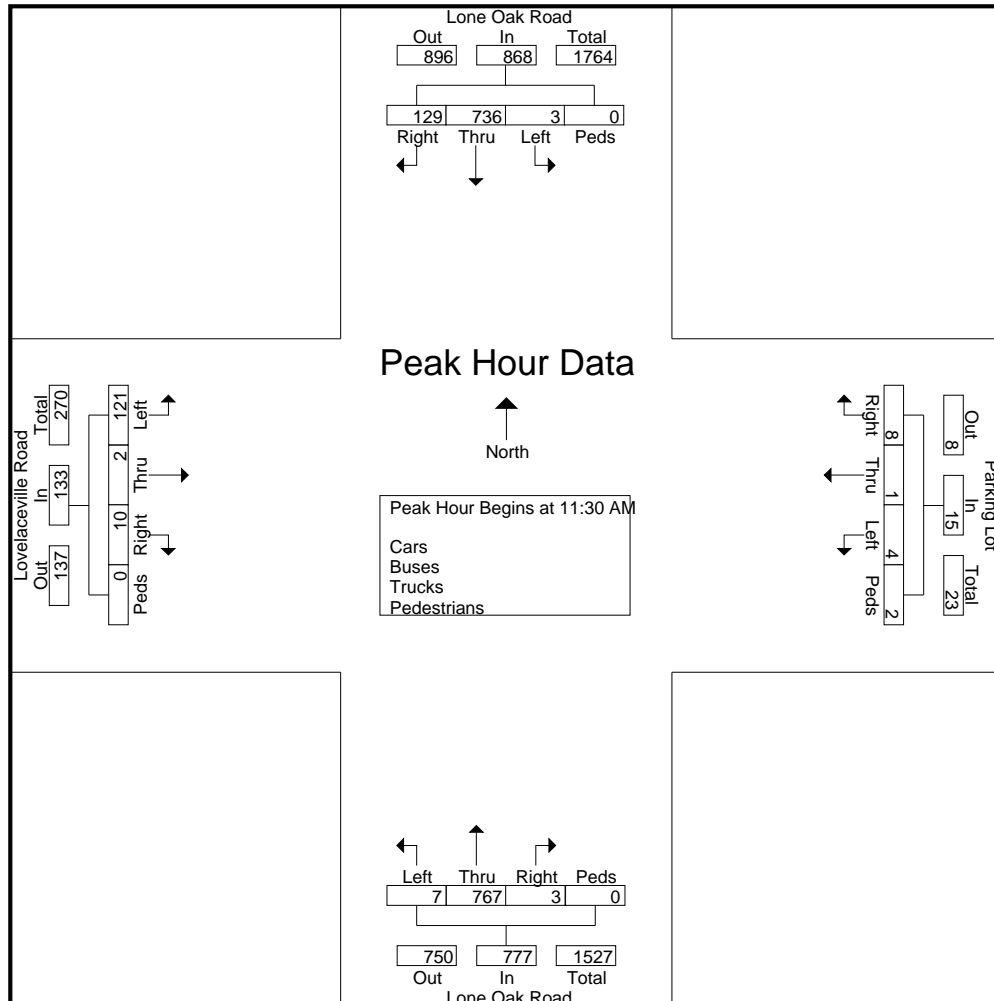




Cummins Consulting Services, PLLC
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 Office: (859) 785-1500 www.ccsdata.com
"15 Years ... and still Counting"

File Name : Lone_Oak_Road_at_Lovellaceville_Road_731434_12-04-2019
 Site Code : Site 11 - Wednesday
 Start Date : 12/4/2019
 Page No : 5

| Start Time | Lone Oak Road From North | | | | | Parking Lot From East | | | | | Lone Oak Road From South | | | | | Lovellaceville Road From West | | | | | Int. Total |
|--|--------------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-------------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:30 AM | 1 | 191 | 34 | 0 | 226 | 2 | 0 | 1 | 1 | 4 | 1 | 200 | 2 | 0 | 203 | 34 | 0 | 1 | 0 | 35 | 468 |
| 11:45 AM | 0 | 179 | 28 | 0 | 207 | 0 | 1 | 3 | 1 | 5 | 3 | 187 | 0 | 0 | 190 | 35 | 1 | 3 | 0 | 39 | 441 |
| 12:00 PM | 0 | 166 | 34 | 0 | 200 | 2 | 0 | 2 | 0 | 4 | 2 | 187 | 0 | 0 | 189 | 28 | 0 | 4 | 0 | 32 | 425 |
| 12:15 PM | 2 | 200 | 33 | 0 | 235 | 0 | 0 | 2 | 0 | 2 | 1 | 193 | 1 | 0 | 195 | 24 | 1 | 2 | 0 | 27 | 459 |
| Total Volume | 3 | 736 | 129 | 0 | 868 | 4 | 1 | 8 | 2 | 15 | 7 | 767 | 3 | 0 | 777 | 121 | 2 | 10 | 0 | 133 | 1793 |
| % App. Total | 0.3 | 84.8 | 14.9 | 0 | | 26.7 | 6.7 | 53.3 | 13.3 | | 0.9 | 98.7 | 0.4 | 0 | | 91 | 1.5 | 7.5 | 0 | | |
| PHF | .375 | .920 | .949 | .000 | .923 | .500 | .250 | .667 | .500 | .750 | .583 | .959 | .375 | .000 | .957 | .864 | .500 | .625 | .000 | .853 | .958 |

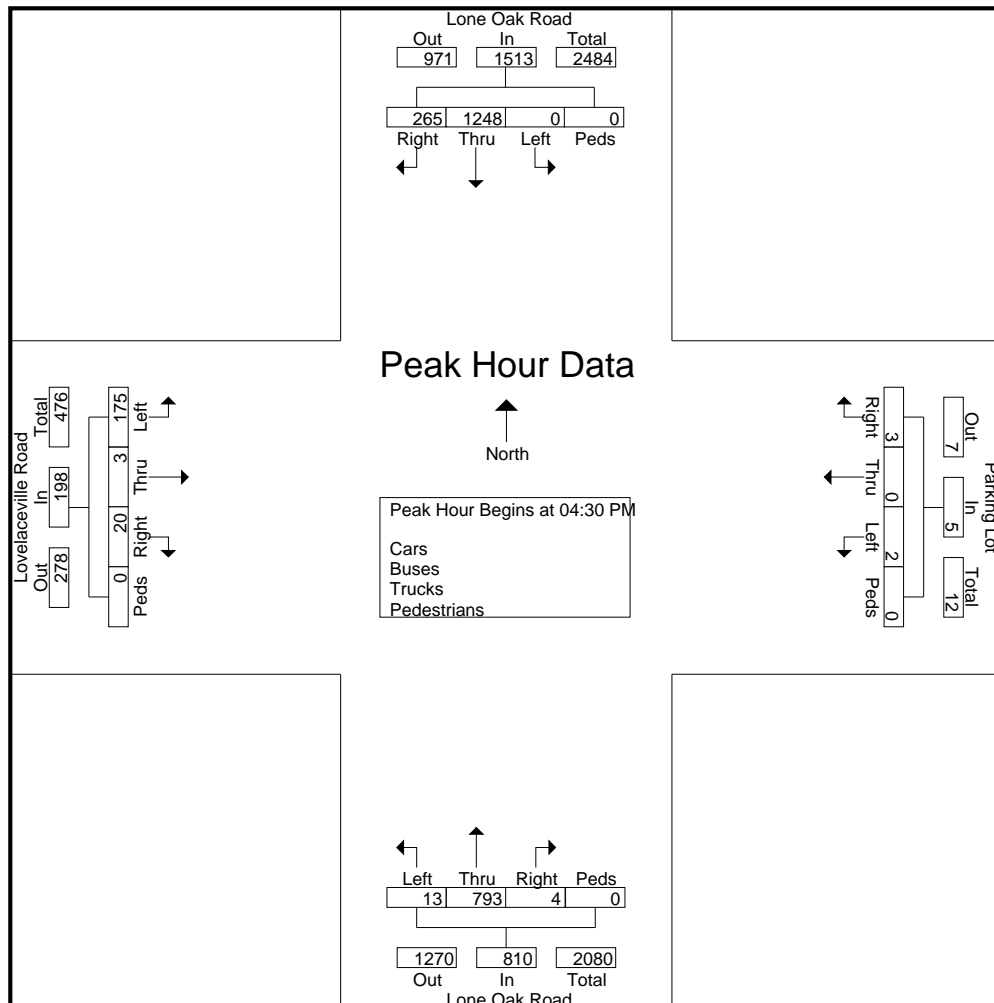




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File Name : Lone_Oak_Road_at_Lovelandville_Road_731434_12-04-2019
 Site Code : Site 11 - Wednesday
 Start Date : 12/4/2019
 Page No : 6

| Start Time | Lone Oak Road From North | | | | | Parking Lot From East | | | | | Lone Oak Road From South | | | | | Lovelandville Road From West | | | | | Int. Total |
|--|--------------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|------------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 272 | 60 | 0 | 332 | 2 | 0 | 0 | 0 | 2 | 1 | 206 | 1 | 0 | 208 | 50 | 0 | 4 | 0 | 54 | 596 |
| 04:45 PM | 0 | 315 | 69 | 0 | 384 | 0 | 0 | 2 | 0 | 2 | 2 | 194 | 1 | 0 | 197 | 42 | 1 | 6 | 0 | 49 | 632 |
| 05:00 PM | 0 | 327 | 62 | 0 | 389 | 0 | 0 | 1 | 0 | 1 | 5 | 197 | 2 | 0 | 204 | 41 | 1 | 5 | 0 | 47 | 641 |
| 05:15 PM | 0 | 334 | 74 | 0 | 408 | 0 | 0 | 0 | 0 | 0 | 5 | 196 | 0 | 0 | 201 | 42 | 1 | 5 | 0 | 48 | 657 |
| Total Volume | 0 | 1248 | 265 | 0 | 1513 | 2 | 0 | 3 | 0 | 5 | 13 | 793 | 4 | 0 | 810 | 175 | 3 | 20 | 0 | 198 | 2526 |
| % App. Total | 0 | 82.5 | 17.5 | 0 | | 40 | 0 | 60 | 0 | | 1.6 | 97.9 | 0.5 | 0 | | 88.4 | 1.5 | 10.1 | 0 | | |
| PHF | .000 | .934 | .895 | .000 | .927 | .250 | .000 | .375 | .000 | .625 | .650 | .962 | .500 | .000 | .974 | .875 | .750 | .833 | .000 | .917 | .961 |





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75 Degrees - Sunny
 Schools in Session

File Name : Lone_Oak_Road_at_Parkview_Drive_731425_12-04-2019
 Site Code : Site 4 - Wednesday
 Start Date : 12/4/2019
 Page No : 1

Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Lone Oak Road From North | | | | | Parkview Drive From East | | | | | Lone Oak Road From South | | | | | Parking Lot From West | | | | | Int. Total |
|--------------|--------------------------|------------|-----------|----------|------------|--------------------------|-----------|-----------|----------|------------|--------------------------|------------|-----------|----------|-------------|-----------------------|-----------|-----------|----------|------------|-------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 06:00 AM | 3 | 30 | 0 | 0 | 33 | 2 | 2 | 3 | 0 | 7 | 2 | 69 | 1 | 0 | 72 | 0 | 0 | 4 | 0 | 4 | 116 |
| 06:15 AM | 8 | 50 | 2 | 0 | 60 | 1 | 0 | 0 | 0 | 1 | 3 | 99 | 2 | 0 | 104 | 1 | 0 | 0 | 0 | 1 | 166 |
| 06:30 AM | 7 | 55 | 1 | 0 | 63 | 3 | 0 | 2 | 0 | 5 | 4 | 148 | 4 | 0 | 156 | 1 | 0 | 2 | 0 | 3 | 227 |
| 06:45 AM | 11 | 73 | 2 | 0 | 86 | 0 | 1 | 3 | 0 | 4 | 2 | 196 | 8 | 0 | 206 | 0 | 0 | 0 | 0 | 0 | 296 |
| Total | 29 | 208 | 5 | 0 | 242 | 6 | 3 | 8 | 0 | 17 | 11 | 512 | 15 | 0 | 538 | 2 | 0 | 6 | 0 | 8 | 805 |
| 07:00 AM | 18 | 86 | 4 | 0 | 108 | 2 | 0 | 6 | 0 | 8 | 2 | 187 | 6 | 0 | 195 | 2 | 0 | 4 | 0 | 6 | 317 |
| 07:15 AM | 12 | 110 | 6 | 0 | 128 | 2 | 1 | 6 | 0 | 9 | 9 | 233 | 11 | 0 | 253 | 5 | 0 | 4 | 0 | 9 | 399 |
| 07:30 AM | 19 | 108 | 6 | 0 | 133 | 1 | 0 | 6 | 0 | 7 | 10 | 253 | 7 | 0 | 270 | 5 | 0 | 3 | 0 | 8 | 418 |
| 07:45 AM | 18 | 106 | 7 | 0 | 131 | 6 | 0 | 6 | 0 | 12 | 9 | 271 | 18 | 0 | 298 | 1 | 1 | 6 | 0 | 8 | 449 |
| Total | 67 | 410 | 23 | 0 | 500 | 11 | 1 | 24 | 0 | 36 | 30 | 944 | 42 | 0 | 1016 | 13 | 1 | 17 | 0 | 31 | 1583 |
| 08:00 AM | 21 | 94 | 9 | 0 | 124 | 8 | 0 | 6 | 1 | 15 | 8 | 219 | 10 | 0 | 237 | 4 | 1 | 6 | 0 | 11 | 387 |
| 08:15 AM | 22 | 78 | 9 | 0 | 109 | 2 | 1 | 6 | 0 | 9 | 12 | 216 | 4 | 0 | 232 | 4 | 0 | 4 | 0 | 8 | 358 |
| 08:30 AM | 13 | 101 | 8 | 0 | 122 | 4 | 3 | 6 | 0 | 13 | 10 | 181 | 3 | 0 | 194 | 2 | 1 | 7 | 0 | 10 | 339 |
| 08:45 AM | 14 | 123 | 8 | 0 | 145 | 2 | 0 | 4 | 0 | 6 | 10 | 156 | 9 | 0 | 175 | 5 | 1 | 9 | 0 | 15 | 341 |
| Total | 70 | 396 | 34 | 0 | 500 | 16 | 4 | 22 | 1 | 43 | 40 | 772 | 26 | 0 | 838 | 15 | 3 | 26 | 0 | 44 | 1425 |
| 09:00 AM | 10 | 103 | 7 | 0 | 120 | 5 | 3 | 9 | 0 | 17 | 12 | 156 | 9 | 0 | 177 | 2 | 0 | 10 | 0 | 12 | 326 |
| 09:15 AM | 7 | 106 | 10 | 0 | 123 | 1 | 3 | 9 | 1 | 14 | 7 | 163 | 6 | 0 | 176 | 4 | 2 | 10 | 1 | 17 | 330 |
| 09:30 AM | 11 | 87 | 12 | 0 | 110 | 5 | 0 | 7 | 0 | 12 | 9 | 157 | 8 | 0 | 174 | 7 | 3 | 12 | 0 | 22 | 318 |
| 09:45 AM | 11 | 114 | 11 | 0 | 136 | 0 | 2 | 14 | 0 | 16 | 16 | 175 | 8 | 0 | 199 | 5 | 1 | 10 | 0 | 16 | 367 |
| Total | 39 | 410 | 40 | 0 | 489 | 11 | 8 | 39 | 1 | 59 | 44 | 651 | 31 | 0 | 726 | 18 | 6 | 42 | 1 | 67 | 1341 |
| 10:00 AM | 12 | 111 | 19 | 0 | 142 | 6 | 3 | 7 | 0 | 16 | 11 | 160 | 7 | 0 | 178 | 5 | 2 | 9 | 0 | 16 | 352 |
| 10:15 AM | 15 | 121 | 13 | 0 | 149 | 3 | 2 | 11 | 0 | 16 | 14 | 182 | 8 | 0 | 204 | 12 | 2 | 11 | 0 | 25 | 394 |
| 10:30 AM | 16 | 117 | 8 | 0 | 141 | 11 | 3 | 12 | 0 | 26 | 14 | 135 | 8 | 0 | 157 | 7 | 2 | 18 | 0 | 27 | 351 |
| 10:45 AM | 17 | 115 | 18 | 0 | 150 | 9 | 5 | 13 | 0 | 27 | 19 | 154 | 6 | 0 | 179 | 7 | 1 | 11 | 0 | 19 | 375 |
| Total | 60 | 464 | 58 | 0 | 582 | 29 | 13 | 43 | 0 | 85 | 58 | 631 | 29 | 0 | 718 | 31 | 7 | 49 | 0 | 87 | 1472 |
| 11:00 AM | 15 | 123 | 17 | 0 | 155 | 14 | 3 | 15 | 0 | 32 | 14 | 134 | 8 | 0 | 156 | 12 | 2 | 21 | 0 | 35 | 378 |
| 11:15 AM | 9 | 140 | 25 | 0 | 174 | 10 | 5 | 13 | 0 | 28 | 19 | 159 | 5 | 1 | 184 | 6 | 2 | 23 | 1 | 32 | 418 |
| 11:30 AM | 21 | 124 | 21 | 0 | 166 | 14 | 1 | 11 | 1 | 27 | 15 | 166 | 9 | 0 | 190 | 14 | 2 | 22 | 0 | 38 | 421 |
| 11:45 AM | 15 | 138 | 22 | 1 | 176 | 5 | 2 | 17 | 0 | 24 | 13 | 160 | 12 | 0 | 185 | 9 | 4 | 17 | 0 | 30 | 415 |
| Total | 60 | 525 | 85 | 1 | 671 | 43 | 11 | 56 | 1 | 111 | 61 | 619 | 34 | 1 | 715 | 41 | 10 | 83 | 1 | 135 | 1632 |
| 12:00 PM | 12 | 142 | 25 | 0 | 179 | 5 | 4 | 14 | 0 | 23 | 19 | 166 | 12 | 0 | 197 | 12 | 2 | 20 | 0 | 34 | 433 |
| 12:15 PM | 10 | 129 | 19 | 0 | 158 | 6 | 3 | 13 | 0 | 22 | 17 | 159 | 7 | 0 | 183 | 8 | 2 | 26 | 0 | 36 | 399 |
| 12:30 PM | 12 | 134 | 23 | 0 | 169 | 12 | 7 | 10 | 1 | 30 | 12 | 174 | 11 | 0 | 197 | 14 | 1 | 20 | 0 | 35 | 431 |
| 12:45 PM | 17 | 126 | 16 | 0 | 159 | 8 | 7 | 17 | 0 | 32 | 15 | 178 | 9 | 0 | 202 | 9 | 1 | 20 | 0 | 30 | 423 |
| Total | 51 | 531 | 83 | 0 | 665 | 31 | 21 | 54 | 1 | 107 | 63 | 677 | 39 | 0 | 779 | 43 | 6 | 86 | 0 | 135 | 1686 |
| 01:00 PM | 19 | 131 | 23 | 0 | 173 | 5 | 2 | 13 | 0 | 20 | 9 | 158 | 8 | 0 | 175 | 12 | 3 | 28 | 0 | 43 | 411 |
| 01:15 PM | 11 | 143 | 22 | 2 | 178 | 4 | 0 | 12 | 0 | 16 | 13 | 153 | 11 | 0 | 177 | 15 | 2 | 21 | 0 | 38 | 409 |
| 01:30 PM | 16 | 154 | 13 | 0 | 183 | 4 | 4 | 7 | 0 | 15 | 18 | 172 | 8 | 1 | 199 | 13 | 0 | 29 | 0 | 42 | 439 |
| 01:45 PM | 9 | 138 | 27 | 0 | 174 | 7 | 4 | 10 | 0 | 21 | 14 | 140 | 8 | 0 | 162 | 9 | 2 | 17 | 0 | 28 | 385 |
| Total | 55 | 566 | 85 | 2 | 708 | 20 | 10 | 42 | 0 | 72 | 54 | 623 | 35 | 1 | 713 | 49 | 7 | 95 | 0 | 151 | 1644 |
| 02:00 PM | 16 | 146 | 22 | 1 | 185 | 7 | 2 | 14 | 0 | 23 | 19 | 147 | 4 | 0 | 170 | 10 | 3 | 28 | 0 | 41 | 419 |
| 02:15 PM | 21 | 174 | 20 | 0 | 215 | 7 | 5 | 8 | 0 | 20 | 10 | 174 | 8 | 0 | 192 | 11 | 3 | 23 | 1 | 38 | 465 |
| 02:30 PM | 13 | 205 | 17 | 0 | 235 | 16 | 0 | 11 | 0 | 27 | 12 | 180 | 10 | 0 | 202 | 5 | 2 | 22 | 0 | 29 | 493 |
| 02:45 PM | 18 | 135 | 21 | 0 | 174 | 13 | 5 | 18 | 0 | 36 | 12 | 193 | 11 | 0 | 216 | 11 | 2 | 20 | 1 | 34 | 460 |
| Total | 68 | 660 | 80 | 1 | 809 | 43 | 12 | 51 | 0 | 106 | 53 | 694 | 33 | 0 | 780 | 37 | 10 | 93 | 2 | 142 | 1837 |



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File Name : Lone_Oak_Road_at_Parkview_Drive_731425_12-04-2019

Site Code : Site 4 - Wednesday

Start Date : 12/4/2019

Page No : 2

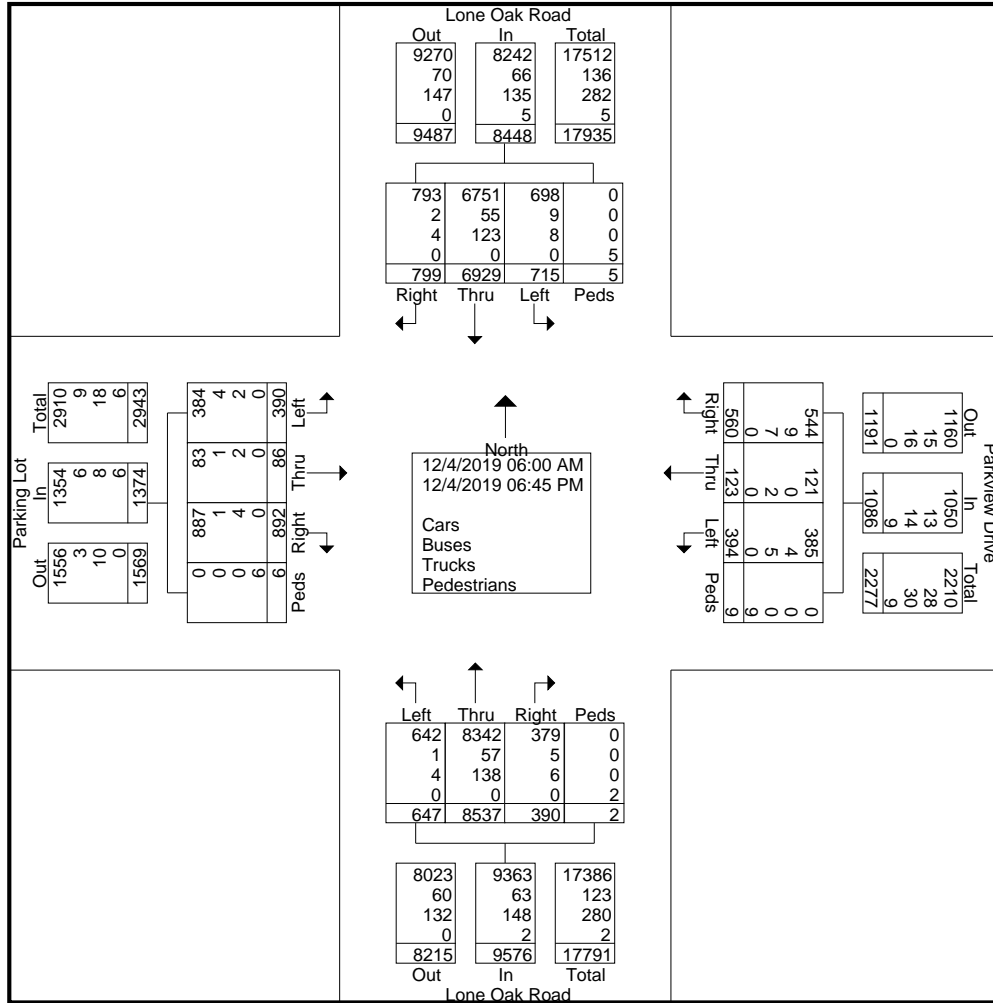
Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | Lone Oak Road From North | | | | | Parkview Drive From East | | | | | Lone Oak Road From South | | | | | Parking Lot From West | | | | | Int. Total |
|--------------------|--------------------------|-------------|------------|----------|-------------|--------------------------|------------|------------|----------|-------------|--------------------------|-------------|------------|----------|-------------|-----------------------|-----------|------------|----------|-------------|--------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 03:00 PM | 17 | 174 | 18 | 0 | 209 | 7 | 6 | 18 | 0 | 31 | 15 | 159 | 9 | 0 | 183 | 5 | 4 | 21 | 0 | 30 | 453 |
| 03:15 PM | 15 | 185 | 25 | 0 | 225 | 11 | 2 | 12 | 0 | 25 | 14 | 165 | 7 | 0 | 186 | 9 | 6 | 25 | 0 | 40 | 476 |
| 03:30 PM | 18 | 185 | 22 | 0 | 225 | 11 | 6 | 23 | 0 | 40 | 17 | 175 | 5 | 0 | 197 | 14 | 3 | 32 | 0 | 49 | 511 |
| 03:45 PM | 13 | 201 | 26 | 0 | 240 | 13 | 1 | 19 | 0 | 33 | 14 | 162 | 7 | 0 | 183 | 8 | 2 | 30 | 0 | 40 | 496 |
| Total | 63 | 745 | 91 | 0 | 899 | 42 | 15 | 72 | 0 | 129 | 60 | 661 | 28 | 0 | 749 | 36 | 15 | 108 | 0 | 159 | 1936 |
| 04:00 PM | 17 | 174 | 21 | 0 | 212 | 16 | 3 | 15 | 1 | 35 | 13 | 184 | 11 | 0 | 208 | 8 | 0 | 25 | 0 | 33 | 488 |
| 04:15 PM | 13 | 191 | 21 | 1 | 226 | 8 | 2 | 19 | 1 | 30 | 17 | 146 | 3 | 0 | 166 | 11 | 1 | 20 | 0 | 32 | 454 |
| 04:30 PM | 19 | 231 | 26 | 0 | 276 | 13 | 4 | 15 | 0 | 32 | 15 | 170 | 8 | 0 | 193 | 6 | 2 | 28 | 0 | 36 | 537 |
| 04:45 PM | 15 | 216 | 26 | 0 | 257 | 17 | 3 | 14 | 1 | 35 | 18 | 165 | 8 | 0 | 191 | 10 | 1 | 28 | 0 | 39 | 522 |
| Total | 64 | 812 | 94 | 1 | 971 | 54 | 12 | 63 | 3 | 132 | 63 | 665 | 30 | 0 | 758 | 35 | 4 | 101 | 0 | 140 | 2001 |
| 05:00 PM | 14 | 214 | 27 | 0 | 255 | 20 | 1 | 17 | 0 | 38 | 14 | 180 | 3 | 0 | 197 | 10 | 3 | 32 | 1 | 46 | 536 |
| 05:15 PM | 10 | 180 | 19 | 0 | 209 | 12 | 1 | 9 | 1 | 23 | 16 | 158 | 11 | 0 | 185 | 15 | 2 | 32 | 0 | 49 | 466 |
| 05:30 PM | 3 | 161 | 21 | 0 | 185 | 16 | 1 | 16 | 0 | 33 | 24 | 145 | 6 | 0 | 175 | 6 | 2 | 22 | 1 | 31 | 424 |
| 05:45 PM | 10 | 130 | 16 | 0 | 156 | 8 | 1 | 6 | 0 | 15 | 14 | 157 | 6 | 0 | 177 | 7 | 3 | 26 | 0 | 36 | 384 |
| Total | 37 | 685 | 83 | 0 | 805 | 56 | 4 | 48 | 1 | 109 | 68 | 640 | 26 | 0 | 734 | 38 | 10 | 112 | 2 | 162 | 1810 |
| 06:00 PM | 13 | 155 | 9 | 0 | 177 | 12 | 1 | 12 | 1 | 26 | 9 | 114 | 7 | 0 | 130 | 11 | 0 | 22 | 0 | 33 | 366 |
| 06:15 PM | 17 | 141 | 12 | 0 | 170 | 7 | 3 | 6 | 0 | 16 | 15 | 122 | 4 | 0 | 141 | 5 | 2 | 25 | 0 | 32 | 359 |
| 06:30 PM | 12 | 105 | 10 | 0 | 127 | 6 | 4 | 9 | 0 | 19 | 13 | 113 | 5 | 0 | 131 | 11 | 3 | 11 | 0 | 25 | 302 |
| 06:45 PM | 10 | 116 | 7 | 0 | 133 | 7 | 1 | 11 | 0 | 19 | 5 | 99 | 6 | 0 | 110 | 5 | 2 | 16 | 0 | 23 | 285 |
| Total | 52 | 517 | 38 | 0 | 607 | 32 | 9 | 38 | 1 | 80 | 42 | 448 | 22 | 0 | 512 | 32 | 7 | 74 | 0 | 113 | 1312 |
| Grand Total | 715 | 6929 | 799 | 5 | 8448 | 394 | 123 | 560 | 9 | 1086 | 647 | 8537 | 390 | 2 | 9576 | 390 | 86 | 892 | 6 | 1374 | 20484 |
| Apprch % | 8.5 | 82 | 9.5 | 0.1 | | 36.3 | 11.3 | 51.6 | 0.8 | | 6.8 | 89.1 | 4.1 | 0 | | 28.4 | 6.3 | 64.9 | 0.4 | | |
| Total % | 3.5 | 33.8 | 3.9 | 0 | 41.2 | 1.9 | 0.6 | 2.7 | 0 | 5.3 | 3.2 | 41.7 | 1.9 | 0 | 46.7 | 1.9 | 0.4 | 4.4 | 0 | 6.7 | |
| Cars | 698 | 6751 | 793 | 0 | 8242 | 385 | 121 | 544 | 0 | 1050 | 642 | 8342 | 379 | 0 | 9363 | 384 | 83 | 887 | 0 | 1354 | 20009 |
| % Cars | 97.6 | 97.4 | 99.2 | 0 | 97.6 | 97.7 | 98.4 | 97.1 | 0 | 96.7 | 99.2 | 97.7 | 97.2 | 0 | 97.8 | 98.5 | 96.5 | 99.4 | 0 | 98.5 | 97.7 |
| Buses | 9 | 55 | 2 | 0 | 66 | 4 | 0 | 9 | 0 | 13 | 1 | 57 | 5 | 0 | 63 | 4 | 1 | 1 | 0 | 6 | 148 |
| % Buses | 1.3 | 0.8 | 0.3 | 0 | 0.8 | 1 | 0 | 1.6 | 0 | 1.2 | 0.2 | 0.7 | 1.3 | 0 | 0.7 | 1 | 1.2 | 0.1 | 0 | 0.4 | 0.7 |
| Trucks | 8 | 123 | 4 | 0 | 135 | 5 | 2 | 7 | 0 | 14 | 4 | 138 | 6 | 0 | 148 | 2 | 2 | 4 | 0 | 8 | 305 |
| % Trucks | 1.1 | 1.8 | 0.5 | 0 | 1.6 | 1.3 | 1.6 | 1.2 | 0 | 1.3 | 0.6 | 1.6 | 1.5 | 0 | 1.5 | 0.5 | 2.3 | 0.4 | 0 | 0.6 | 1.5 |
| Pedestrians | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 6 | 6 | 22 |
| % Pedestrians | 0 | 0 | 0 | 100 | 0.1 | 0 | 0 | 0 | 100 | 0.8 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0.4 | 0.1 |



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File Name : Lone_Oak_Road_at_Parkview_Drive_731425_12-04-2019
 Site Code : Site 4 - Wednesday
 Start Date : 12/4/2019
 Page No : 3

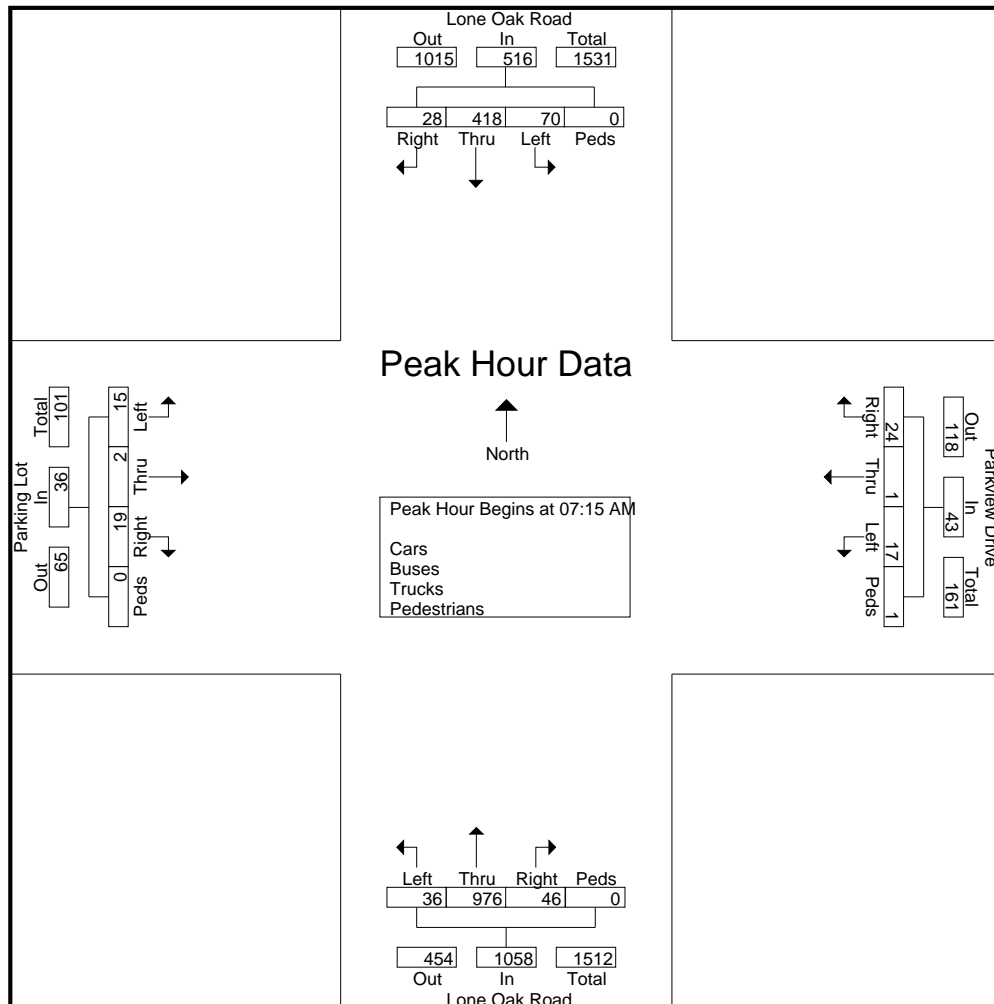




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File Name : Lone_Oak_Road_at_Parkview_Drive_731425_12-04-2019
 Site Code : Site 4 - Wednesday
 Start Date : 12/4/2019
 Page No : 4

| Start Time | Lone Oak Road From North | | | | | Parkview Drive From East | | | | | Lone Oak Road From South | | | | | Parking Lot From West | | | | | Int. Total |
|--|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 12 | 110 | 6 | 0 | 128 | 2 | 1 | 6 | 0 | 9 | 9 | 233 | 11 | 0 | 253 | 5 | 0 | 4 | 0 | 9 | 399 |
| 07:30 AM | 19 | 108 | 6 | 0 | 133 | 1 | 0 | 6 | 0 | 7 | 10 | 253 | 7 | 0 | 270 | 5 | 0 | 3 | 0 | 8 | 418 |
| 07:45 AM | 18 | 106 | 7 | 0 | 131 | 6 | 0 | 6 | 0 | 12 | 9 | 271 | 18 | 0 | 298 | 1 | 1 | 6 | 0 | 8 | 449 |
| 08:00 AM | 21 | 94 | 9 | 0 | 124 | 8 | 0 | 6 | 1 | 15 | 8 | 219 | 10 | 0 | 237 | 4 | 1 | 6 | 0 | 11 | 387 |
| Total Volume | 70 | 418 | 28 | 0 | 516 | 17 | 1 | 24 | 1 | 43 | 36 | 976 | 46 | 0 | 1058 | 15 | 2 | 19 | 0 | 36 | 1653 |
| % App. Total | 13.6 | 81 | 5.4 | 0 | | 39.5 | 2.3 | 55.8 | 2.3 | | 3.4 | 92.2 | 4.3 | 0 | | 41.7 | 5.6 | 52.8 | 0 | | |
| PHF | .833 | .950 | .778 | .000 | .970 | .531 | .250 | 1.00 | .250 | .717 | .900 | .900 | .639 | .000 | .888 | .750 | .500 | .792 | .000 | .818 | .920 |

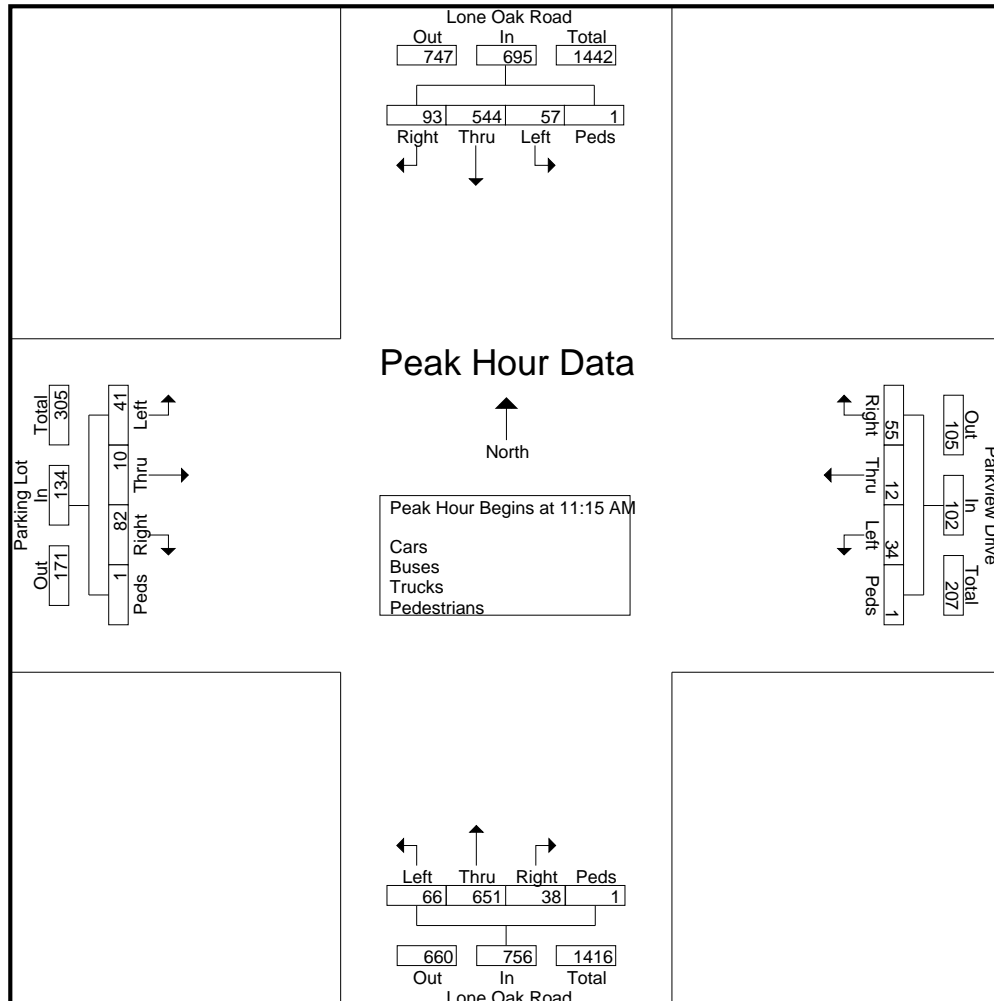




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| Start Time | Lone Oak Road From North | | | | | Parkview Drive From East | | | | | Lone Oak Road From South | | | | | Parking Lot From West | | | | | Int. Total |
|--|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 11:15 AM | 9 | 140 | 25 | 0 | 174 | 10 | 5 | 13 | 0 | 28 | 19 | 159 | 5 | 1 | 184 | 6 | 2 | 23 | 1 | 32 | 418 |
| 11:30 AM | 21 | 124 | 21 | 0 | 166 | 14 | 1 | 11 | 1 | 27 | 15 | 166 | 9 | 0 | 190 | 14 | 2 | 22 | 0 | 38 | 421 |
| 11:45 AM | 15 | 138 | 22 | 1 | 176 | 5 | 2 | 17 | 0 | 24 | 13 | 160 | 12 | 0 | 185 | 9 | 4 | 17 | 0 | 30 | 415 |
| 12:00 PM | 12 | 142 | 25 | 0 | 179 | 5 | 4 | 14 | 0 | 23 | 19 | 166 | 12 | 0 | 197 | 12 | 2 | 20 | 0 | 34 | 433 |
| Total Volume | 57 | 544 | 93 | 1 | 695 | 34 | 12 | 55 | 1 | 102 | 66 | 651 | 38 | 1 | 756 | 41 | 10 | 82 | 1 | 134 | 1687 |
| % App. Total | 8.2 | 78.3 | 13.4 | 0.1 | | 33.3 | 11.8 | 53.9 | 1 | | 8.7 | 86.1 | 5 | 0.1 | | 30.6 | 7.5 | 61.2 | 0.7 | | |
| PHF | .679 | .958 | .930 | .250 | .971 | .607 | .600 | .809 | .250 | .911 | .868 | .980 | .792 | .250 | .959 | .732 | .625 | .891 | .250 | .882 | .974 |

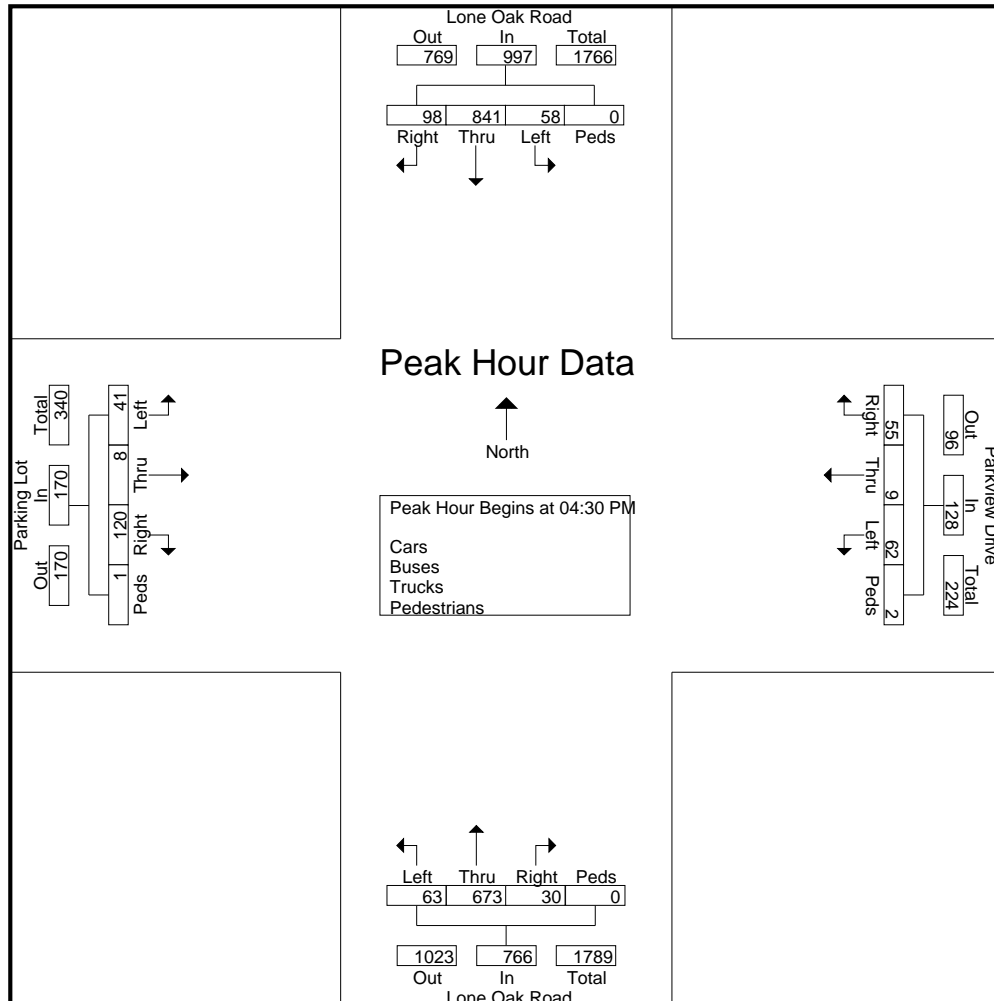




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 Start Date : 12/4/2019
 Page No : 6

| Start Time | Lone Oak Road From North | | | | | Parkview Drive From East | | | | | Lone Oak Road From South | | | | | Parking Lot From West | | | | | Int. Total |
|--|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|-----------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 19 | 231 | 26 | 0 | 276 | 13 | 4 | 15 | 0 | 32 | 15 | 170 | 8 | 0 | 193 | 6 | 2 | 28 | 0 | 36 | 537 |
| 04:45 PM | 15 | 216 | 26 | 0 | 257 | 17 | 3 | 14 | 1 | 35 | 18 | 165 | 8 | 0 | 191 | 10 | 1 | 28 | 0 | 39 | 522 |
| 05:00 PM | 14 | 214 | 27 | 0 | 255 | 20 | 1 | 17 | 0 | 38 | 14 | 180 | 3 | 0 | 197 | 10 | 3 | 32 | 1 | 46 | 536 |
| 05:15 PM | 10 | 180 | 19 | 0 | 209 | 12 | 1 | 9 | 1 | 23 | 16 | 158 | 11 | 0 | 185 | 15 | 2 | 32 | 0 | 49 | 466 |
| Total Volume | 58 | 841 | 98 | 0 | 997 | 62 | 9 | 55 | 2 | 128 | 63 | 673 | 30 | 0 | 766 | 41 | 8 | 120 | 1 | 170 | 2061 |
| % App. Total | 5.8 | 84.4 | 9.8 | 0 | | 48.4 | 7 | 43 | 1.6 | | 8.2 | 87.9 | 3.9 | 0 | | 24.1 | 4.7 | 70.6 | 0.6 | | |
| PHF | .763 | .910 | .907 | .000 | .903 | .775 | .563 | .809 | .500 | .842 | .875 | .935 | .682 | .000 | .972 | .683 | .667 | .938 | .250 | .867 | .959 |





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75 Degrees - Sunny
Schools in Session

File Name : I24_On_Off_Ramp_at_Lone_Oak_Road_731421_12-04-2019
 Site Code : Site 2 - Wednesday
 Start Date : 12/4/2019
 Page No : 1

Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | I24 On Ramp From North | | | | | Lone Oak Road From East | | | | | I24 Off Ramp From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 06:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 9 | 0 | 46 | 9 | 21 | 32 | 0 | 62 | 35 | 72 | 0 | 0 | 107 | 215 |
| 06:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 19 | 0 | 67 | 27 | 27 | 42 | 0 | 96 | 55 | 99 | 0 | 0 | 154 | 317 |
| 06:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 24 | 0 | 81 | 47 | 27 | 80 | 0 | 154 | 61 | 156 | 0 | 0 | 217 | 452 |
| 06:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 31 | 0 | 100 | 60 | 62 | 75 | 0 | 197 | 87 | 187 | 0 | 0 | 274 | 571 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 211 | 83 | 0 | 294 | 143 | 137 | 229 | 0 | 509 | 238 | 514 | 0 | 0 | 752 | 1555 |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 25 | 0 | 113 | 51 | 45 | 61 | 0 | 157 | 49 | 196 | 0 | 0 | 245 | 515 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 44 | 0 | 133 | 46 | 88 | 93 | 0 | 227 | 79 | 260 | 0 | 0 | 339 | 699 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 50 | 0 | 153 | 49 | 114 | 93 | 0 | 256 | 77 | 302 | 0 | 0 | 379 | 788 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 41 | 0 | 137 | 55 | 113 | 92 | 0 | 260 | 92 | 260 | 0 | 0 | 352 | 749 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 376 | 160 | 0 | 536 | 201 | 360 | 339 | 0 | 900 | 297 | 1018 | 0 | 0 | 1315 | 2751 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 26 | 0 | 102 | 34 | 89 | 77 | 0 | 200 | 66 | 225 | 0 | 0 | 291 | 593 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 27 | 0 | 106 | 31 | 58 | 87 | 0 | 176 | 61 | 229 | 0 | 0 | 290 | 572 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 27 | 0 | 128 | 30 | 81 | 70 | 0 | 181 | 63 | 180 | 0 | 0 | 243 | 552 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 28 | 0 | 130 | 46 | 64 | 65 | 0 | 175 | 58 | 172 | 0 | 0 | 230 | 535 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 358 | 108 | 0 | 466 | 141 | 292 | 299 | 0 | 732 | 248 | 806 | 0 | 0 | 1054 | 2252 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 39 | 3 | 155 | 33 | 78 | 54 | 0 | 165 | 63 | 162 | 0 | 0 | 225 | 545 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 39 | 0 | 157 | 36 | 81 | 61 | 0 | 178 | 60 | 160 | 0 | 0 | 220 | 555 |
| 09:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 30 | 0 | 119 | 31 | 50 | 57 | 0 | 138 | 63 | 171 | 0 | 0 | 234 | 491 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 118 | 44 | 0 | 162 | 36 | 42 | 63 | 0 | 141 | 64 | 175 | 0 | 0 | 239 | 542 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 438 | 152 | 3 | 593 | 136 | 251 | 235 | 0 | 622 | 250 | 668 | 0 | 0 | 918 | 2133 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 39 | 0 | 150 | 31 | 33 | 46 | 0 | 110 | 52 | 162 | 0 | 0 | 214 | 474 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 116 | 36 | 0 | 152 | 40 | 41 | 51 | 0 | 132 | 54 | 165 | 0 | 0 | 219 | 503 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 127 | 46 | 0 | 173 | 32 | 49 | 58 | 0 | 139 | 56 | 155 | 0 | 0 | 211 | 523 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 132 | 42 | 0 | 174 | 38 | 45 | 44 | 0 | 127 | 72 | 165 | 0 | 0 | 237 | 538 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 486 | 163 | 0 | 649 | 141 | 168 | 199 | 0 | 508 | 234 | 647 | 0 | 0 | 881 | 2038 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 148 | 39 | 0 | 187 | 37 | 38 | 36 | 0 | 111 | 67 | 136 | 0 | 0 | 203 | 501 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 146 | 45 | 0 | 191 | 23 | 39 | 39 | 0 | 101 | 89 | 162 | 0 | 0 | 251 | 543 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 151 | 45 | 0 | 196 | 22 | 42 | 35 | 0 | 99 | 72 | 141 | 0 | 0 | 213 | 508 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 49 | 0 | 219 | 35 | 40 | 35 | 0 | 110 | 65 | 156 | 0 | 0 | 221 | 550 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 615 | 178 | 0 | 793 | 117 | 159 | 145 | 0 | 421 | 293 | 595 | 0 | 0 | 888 | 2102 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 45 | 0 | 197 | 41 | 48 | 41 | 0 | 130 | 69 | 171 | 0 | 0 | 240 | 567 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 46 | 0 | 198 | 37 | 55 | 40 | 0 | 132 | 81 | 158 | 0 | 0 | 239 | 569 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 51 | 0 | 194 | 32 | 50 | 39 | 0 | 121 | 60 | 204 | 0 | 0 | 264 | 579 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 49 | 0 | 190 | 31 | 40 | 43 | 0 | 114 | 66 | 205 | 0 | 0 | 271 | 575 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 588 | 191 | 0 | 779 | 141 | 193 | 163 | 0 | 497 | 276 | 738 | 0 | 0 | 1014 | 2290 |
| 01:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 37 | 0 | 180 | 34 | 20 | 44 | 0 | 98 | 65 | 164 | 0 | 0 | 229 | 507 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 32 | 0 | 186 | 43 | 38 | 36 | 0 | 117 | 71 | 155 | 0 | 0 | 226 | 529 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 162 | 42 | 0 | 204 | 32 | 45 | 45 | 0 | 122 | 70 | 177 | 0 | 0 | 247 | 573 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 138 | 37 | 0 | 175 | 35 | 58 | 35 | 0 | 128 | 68 | 153 | 0 | 0 | 221 | 524 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 597 | 148 | 0 | 745 | 144 | 161 | 160 | 0 | 465 | 274 | 649 | 0 | 0 | 923 | 2133 |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 145 | 45 | 0 | 190 | 38 | 47 | 40 | 0 | 125 | 63 | 166 | 0 | 0 | 229 | 544 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 49 | 0 | 230 | 38 | 38 | 54 | 0 | 130 | 51 | 170 | 0 | 0 | 221 | 581 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 222 | 73 | 0 | 295 | 36 | 42 | 36 | 0 | 114 | 56 | 163 | 0 | 0 | 219 | 628 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 43 | 0 | 209 | 36 | 37 | 39 | 0 | 112 | 59 | 164 | 0 | 0 | 223 | 544 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 714 | 210 | 0 | 924 | 148 | 164 | 169 | 0 | 481 | 229 | 663 | 0 | 0 | 892 | 2297 |



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File Name : I24_On_Off_Ramp_at_Lone_Oak_Road_731421_12-04-2019

Site Code : Site 2 - Wednesday

Start Date : 12/4/2019

Page No : 2

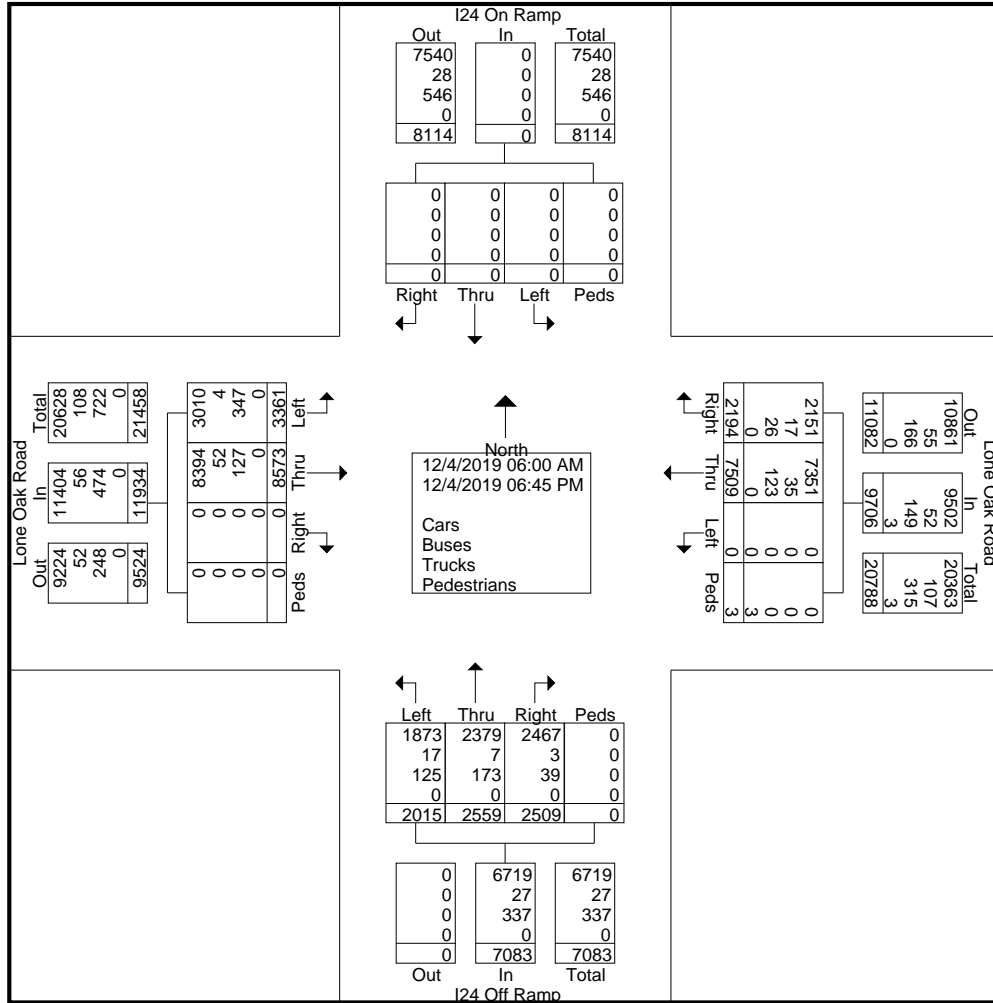
Groups Printed- Cars - Buses - Trucks - Pedestrians

| Start Time | I24 On Ramp From North | | | | | Lone Oak Road From East | | | | | I24 Off Ramp From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|---------------|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| 03:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 178 | 47 | 0 | 225 | 41 | 32 | 39 | 0 | 112 | 58 | 150 | 0 | 0 | 208 | 545 |
| 03:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 193 | 45 | 0 | 238 | 54 | 44 | 38 | 0 | 136 | 64 | 152 | 0 | 0 | 216 | 590 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 60 | 0 | 286 | 54 | 53 | 43 | 0 | 150 | 55 | 168 | 0 | 0 | 223 | 659 |
| 03:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 228 | 61 | 0 | 289 | 53 | 64 | 32 | 0 | 149 | 87 | 143 | 0 | 0 | 230 | 668 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 825 | 213 | 0 | 1038 | 202 | 193 | 152 | 0 | 547 | 264 | 613 | 0 | 0 | 877 | 2462 |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 232 | 66 | 0 | 298 | 29 | 46 | 34 | 0 | 109 | 71 | 146 | 0 | 0 | 217 | 624 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 203 | 54 | 0 | 257 | 47 | 53 | 33 | 0 | 133 | 62 | 129 | 0 | 0 | 191 | 581 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 236 | 77 | 0 | 313 | 35 | 34 | 43 | 0 | 112 | 72 | 155 | 0 | 0 | 227 | 652 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 261 | 68 | 0 | 329 | 72 | 46 | 41 | 0 | 159 | 68 | 157 | 0 | 0 | 225 | 713 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 932 | 265 | 0 | 1197 | 183 | 179 | 151 | 0 | 513 | 273 | 587 | 0 | 0 | 860 | 2570 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 241 | 54 | 0 | 295 | 48 | 39 | 31 | 0 | 118 | 67 | 171 | 0 | 0 | 238 | 651 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 52 | 0 | 278 | 53 | 46 | 39 | 0 | 138 | 69 | 163 | 0 | 0 | 232 | 648 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 169 | 32 | 0 | 201 | 42 | 51 | 43 | 0 | 136 | 79 | 137 | 0 | 0 | 216 | 553 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 154 | 47 | 0 | 201 | 41 | 31 | 33 | 0 | 105 | 61 | 151 | 0 | 0 | 212 | 518 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 790 | 185 | 0 | 975 | 184 | 167 | 146 | 0 | 497 | 276 | 622 | 0 | 0 | 898 | 2370 |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 170 | 39 | 0 | 209 | 33 | 45 | 26 | 0 | 104 | 63 | 137 | 0 | 0 | 200 | 513 |
| 06:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 43 | 0 | 202 | 46 | 37 | 36 | 0 | 119 | 47 | 119 | 0 | 0 | 166 | 487 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 115 | 29 | 0 | 144 | 34 | 26 | 33 | 0 | 93 | 52 | 105 | 0 | 0 | 157 | 394 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 27 | 0 | 162 | 21 | 27 | 27 | 0 | 75 | 47 | 92 | 0 | 0 | 139 | 376 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 579 | 138 | 0 | 717 | 134 | 135 | 122 | 0 | 391 | 209 | 453 | 0 | 0 | 662 | 1770 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 7509 | 2194 | 3 | 9706 | 2015 | 2559 | 2509 | 0 | 7083 | 3361 | 8573 | 0 | 0 | 11934 | 28723 |
| Apprch % | 0 | 0 | 0 | 0 | 0 | 0 | 77.4 | 22.6 | 0 | | 28.4 | 36.1 | 35.4 | 0 | | 28.2 | 71.8 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 26.1 | 7.6 | 0 | 33.8 | 7 | 8.9 | 8.7 | 0 | 24.7 | 11.7 | 29.8 | 0 | 0 | 41.5 | |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 7351 | 2151 | 0 | 9502 | 1873 | 2379 | 2467 | 0 | 6719 | 3010 | 8394 | 0 | 0 | 11404 | 27625 |
| % Cars | 0 | 0 | 0 | 0 | 0 | 0 | 97.9 | 98 | 0 | 97.9 | 93 | 93 | 98.3 | 0 | 94.9 | 89.6 | 97.9 | 0 | 0 | 95.6 | 96.2 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 17 | 0 | 52 | 17 | 7 | 3 | 0 | 27 | 4 | 52 | 0 | 0 | 56 | 135 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0.5 | 0.8 | 0 | 0.5 | 0.8 | 0.3 | 0.1 | 0 | 0.4 | 0.1 | 0.6 | 0 | 0 | 0.5 | 0.5 |
| Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 26 | 0 | 149 | 125 | 173 | 39 | 0 | 337 | 347 | 127 | 0 | 0 | 474 | 960 |
| % Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1.6 | 1.2 | 0 | 1.5 | 6.2 | 6.8 | 1.6 | 0 | 4.8 | 10.3 | 1.5 | 0 | 0 | 4 | 3.3 |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |



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 Site Code : Site 2 - Wednesday
 Start Date : 12/4/2019
 Page No : 3

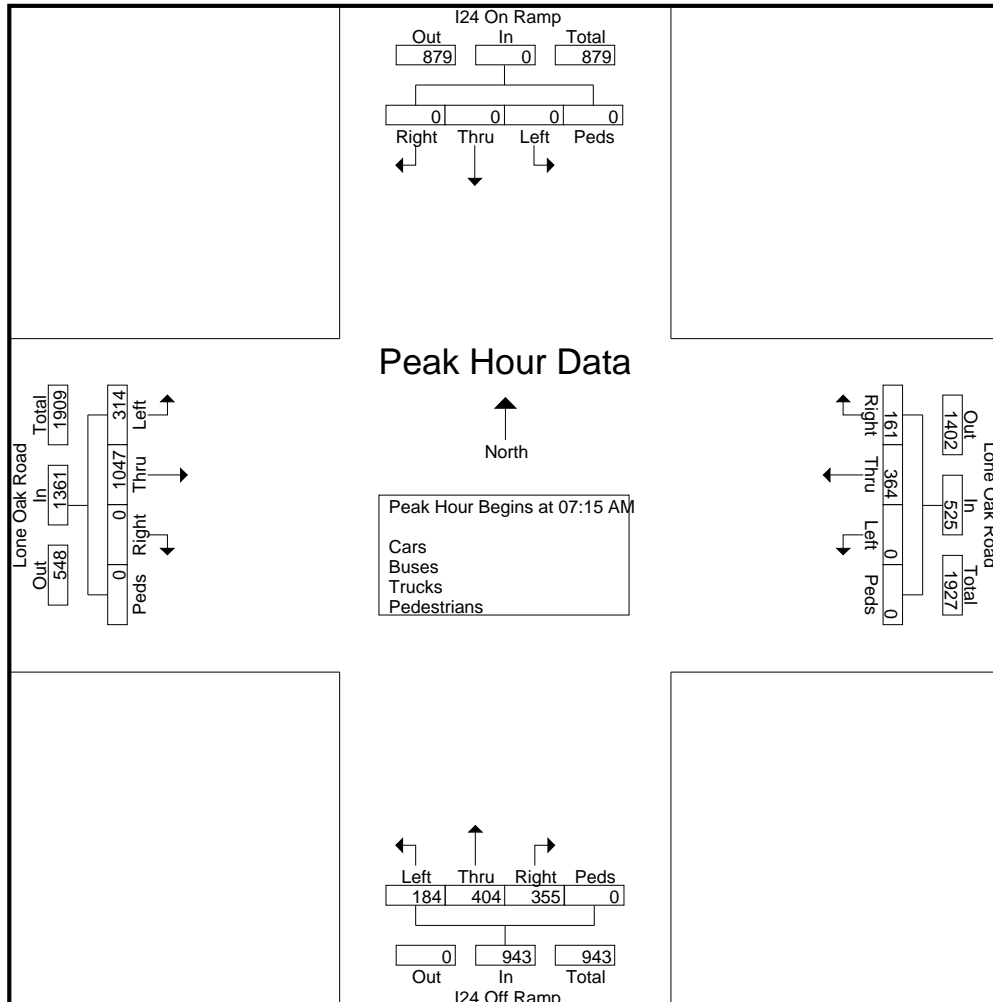




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 Site Code : Site 2 - Wednesday
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 Page No : 4

| Start Time | I24 On Ramp From North | | | | | Lone Oak Road From East | | | | | I24 Off Ramp From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--|------------------------|------|-------|------|------------|-------------------------|------------|-----------|------|------------|-------------------------|------------|-----------|------|------------|-------------------------|------------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 44 | 0 | 133 | 46 | 88 | 93 | 0 | 227 | 79 | 260 | 0 | 0 | 339 | 699 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 50 | 0 | 153 | 49 | 114 | 93 | 0 | 256 | 77 | 302 | 0 | 0 | 379 | 788 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 41 | 0 | 137 | 55 | 113 | 92 | 0 | 260 | 92 | 260 | 0 | 0 | 352 | 749 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 26 | 0 | 102 | 34 | 89 | 77 | 0 | 200 | 66 | 225 | 0 | 0 | 291 | 593 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 364 | 161 | 0 | 525 | 184 | 404 | 355 | 0 | 943 | 314 | 1047 | 0 | 0 | 1361 | 2829 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 69.3 | 30.7 | 0 | | 19.5 | 42.8 | 37.6 | 0 | | 23.1 | 76.9 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .883 | .805 | .000 | .858 | .836 | .886 | .954 | .000 | .907 | .853 | .867 | .000 | .000 | .898 | .898 |

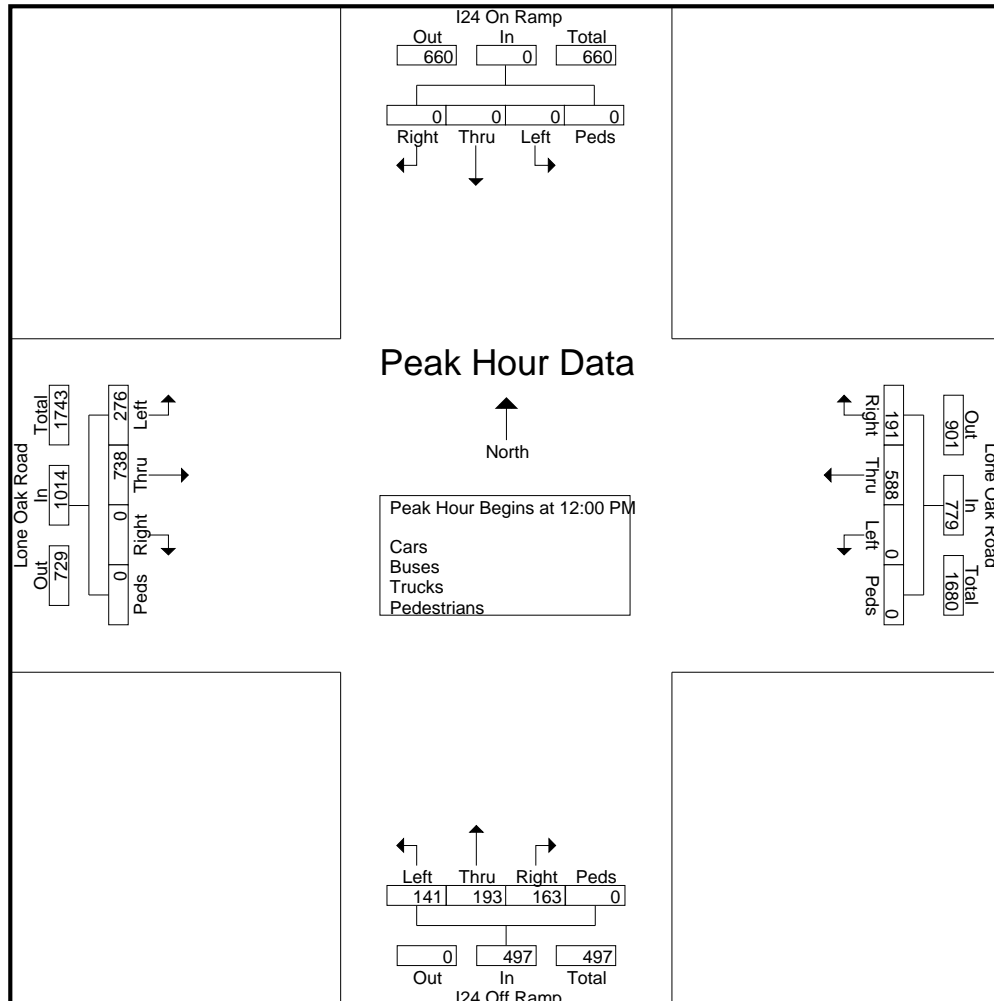




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 Site Code : Site 2 - Wednesday
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 Page No : 5

| Start Time | I24 On Ramp From North | | | | | Lone Oak Road From East | | | | | I24 Off Ramp From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 12:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 45 | 0 | 197 | 41 | 48 | 41 | 0 | 130 | 69 | 171 | 0 | 0 | 240 | 567 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 46 | 0 | 198 | 37 | 55 | 40 | 0 | 132 | 81 | 158 | 0 | 0 | 239 | 569 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 143 | 51 | 0 | 194 | 32 | 50 | 39 | 0 | 121 | 60 | 204 | 0 | 0 | 264 | 579 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 141 | 49 | 0 | 190 | 31 | 40 | 43 | 0 | 114 | 66 | 205 | 0 | 0 | 271 | 575 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 588 | 191 | 0 | 779 | 141 | 193 | 163 | 0 | 497 | 276 | 738 | 0 | 0 | 1014 | 2290 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 75.5 | 24.5 | 0 | | 28.4 | 38.8 | 32.8 | 0 | | 27.2 | 72.8 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .967 | .936 | .000 | .984 | .860 | .877 | .948 | .000 | .941 | .852 | .900 | .000 | .000 | .935 | .989 |





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 Site Code : Site 2 - Wednesday
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| Start Time | I24 On Ramp From North | | | | | Lone Oak Road From East | | | | | I24 Off Ramp From South | | | | | Lone Oak Road From West | | | | | Int. Total |
|--|------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|-------------------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:30 PM | | | | | | | | | | | | | | | | | | | | | |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 236 | 77 | 0 | 313 | 35 | 34 | 43 | 0 | 112 | 72 | 155 | 0 | 0 | 227 | 652 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 261 | 68 | 0 | 329 | 72 | 46 | 41 | 0 | 159 | 68 | 157 | 0 | 0 | 225 | 713 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 241 | 54 | 0 | 295 | 48 | 39 | 31 | 0 | 118 | 67 | 171 | 0 | 0 | 238 | 651 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 52 | 0 | 278 | 53 | 46 | 39 | 0 | 138 | 69 | 163 | 0 | 0 | 232 | 648 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 964 | 251 | 0 | 1215 | 208 | 165 | 154 | 0 | 527 | 276 | 646 | 0 | 0 | 922 | 2664 |
| % App. Total | 0 | 0 | 0 | 0 | 0 | 0 | 79.3 | 20.7 | 0 | | 39.5 | 31.3 | 29.2 | 0 | | 29.9 | 70.1 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .923 | .815 | .000 | .923 | .722 | .897 | .895 | .000 | .829 | .958 | .944 | .000 | .000 | .968 | .934 |

