Appendix A

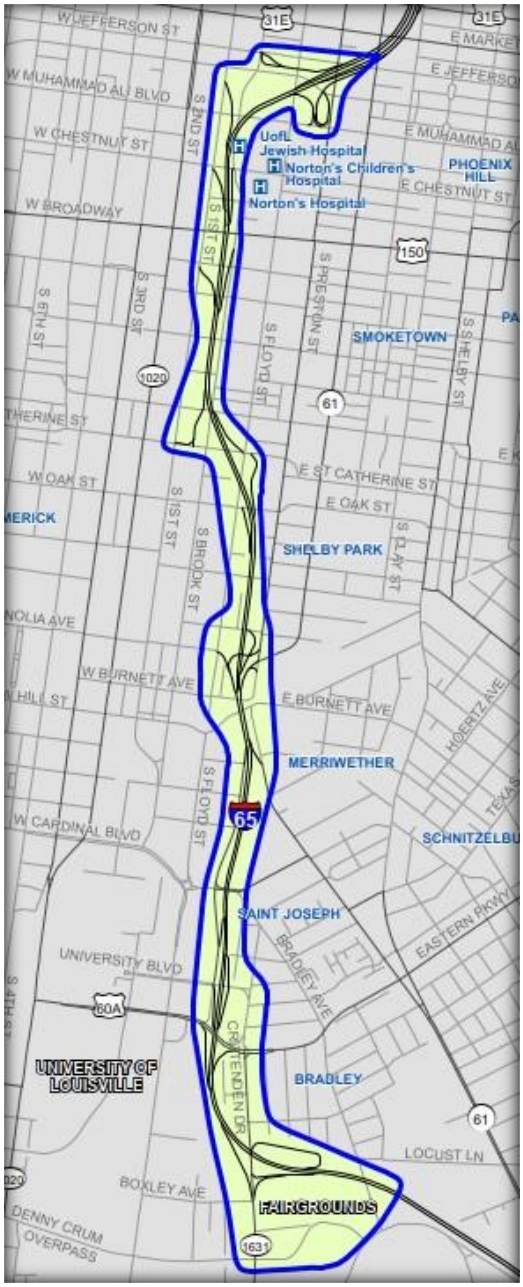
Traffic Forecast and Modeling

Jefferson County

I-65 Corridor Planning Study

From I-264 to Downtown Louisville

Item No. 5-569.00



Prepared for:

KENTUCKY TRANSPORTATION CABINET

KIPDA
Kentuckiana Regional Planning and Development Agency

In Partnership with:

AECOM

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1.0 Project Description

The Kentucky Transportation Cabinet (KYTC) initiated the I-65 Corridor Planning Study to identify short-term and long-term improvements that KYTC may use for further development and implementation. The study examines Interstate 65 (I-65) from I-264 (Watterson Expressway) to East Jefferson Street in downtown Louisville (MP 131 to MP 136). The study's list of improvement concepts will be evaluated and prioritized based on transportation needs, environmental, economic benefits and impact, benefit/cost, safety, structural needs, and existing pavement conditions. The study activities include, but may not be limited to, an inventory of existing conditions, establishing study objectives and goals, proposing and analyzing improvement concepts, developing practical solutions and cost estimates, conducting public involvement activities throughout the study process, prioritizing improvement concepts, and a writing technical report to document the study process and results.

This report summarizes methodologies, analysis procedures, and results associated with the traffic analysis to support this planning study. The study area is summarized in **Figure 1** on the following page.

This Traffic Forecast and Modeling Report documents the methodology used to prepare traffic forecasts and microsimulation analysis procedures for the Existing year 2020 and two future Baseline Scenarios. Baseline Scenarios consider traffic forecast and analysis assuming all projects listed in the KIPDA Metropolitan Transportation Plan (MTP) with an "open to traffic date" prior to the respective future years are complete. The Baseline Scenarios do not consider any improvement concepts that will be developed during this study. The following scenarios are documented in this report for AM and PM:

- Existing year 2020
- 2030 Baseline
- 2045 Baseline

This Traffic Forecast and Modeling Report also documents the AM and PM traffic forecasts and microsimulation analysis for the following scenarios:

- 2030 Modest Investment Build
- 2030 Robust Investment Build
- 2045 Modest Investment Build
- 2045 Robust Investment Build

All future year scenarios are based on the Kentucky Statewide 5961 Zone travel demand model (TransCAD version 7.0) maintained by the Kentuckiana Regional Planning and Development Agency (KIPDA), the Metropolitan Planning Organization (MPO) for the Louisville/Southern Indiana region. Travel Demand Modeling tasks are discussed further in Section 4.0.

Study Area

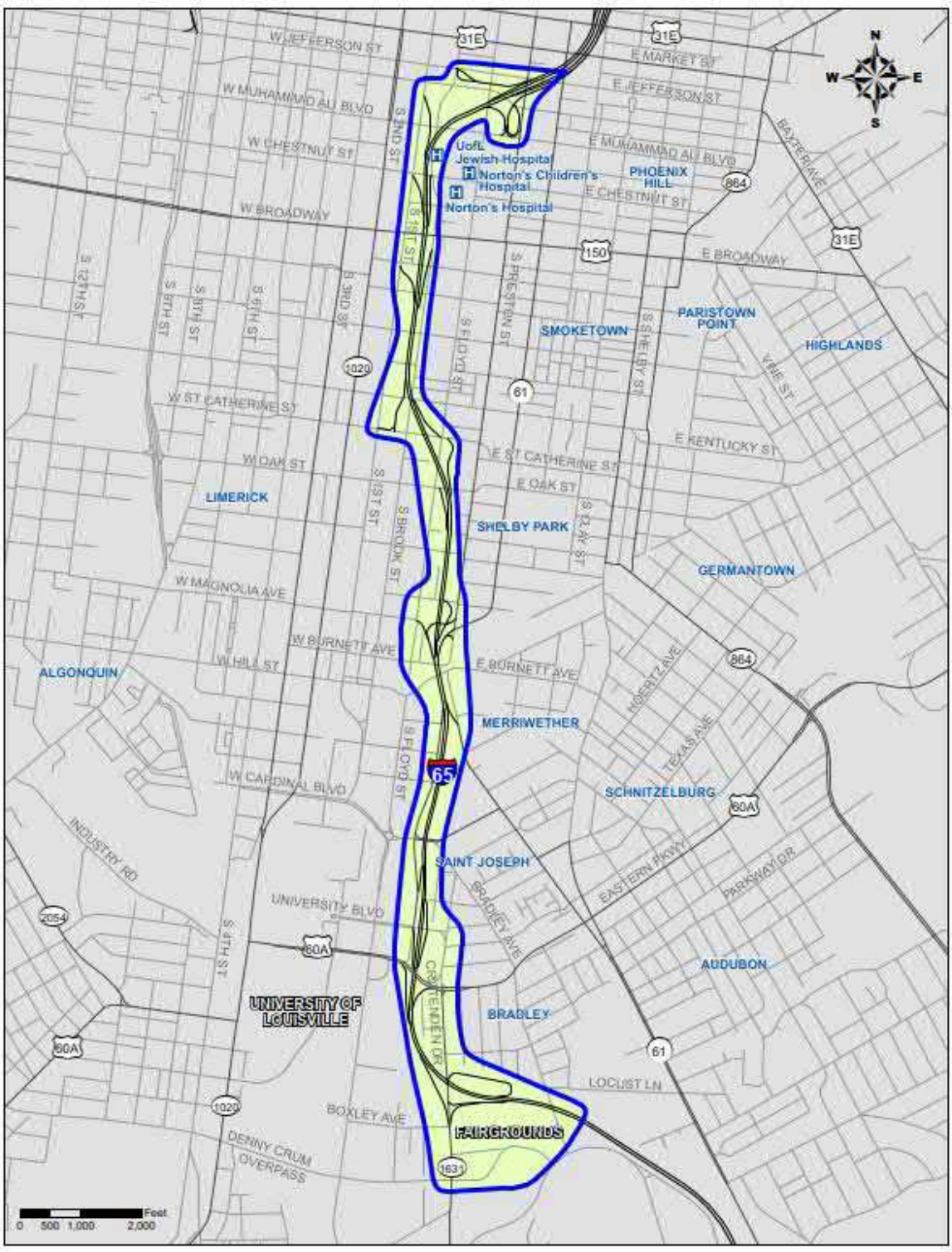

Figure 1 - Study Area

2.0 Traffic Data Collection Efforts

A. Historic Traffic Count Data

KYTC and Louisville Metro Government (Metro) provided historic traffic volumes, truck percentages, K-factors, and peak hour directional distributions on study area roadways as available. This information is summarized in **Table 1**. Complete traffic count information is included in **Appendix A**.

KYTC COUNT DATA

Route	Stn	RSE	BMP	EMP	Year	ADT	%Truck	K	D
I-65 Mainline	056787	056-I -0065 -000	130.71	132.89	2019	132885	7.898	8.5	61
I-65 Mainline	056P99	056-I -0065 -000	132.89	135.195	Feb-20	125417	13.559	8.5	56
I-65 Mainline	056M36	056-I -0065 -000	135.195	136.357	2012	84001	13.559	8.2	57
Ramp: NB on from Crittenden	056R30	056-I -0065 -643	0	0.296	2018	2195		18.4	
Ramp: SB on from Crittenden	056R31	056-I -0065 -641	0	0.23	No data				
Ramp: SB off to Crittenden (132)	056R29	056-I -0065 -631	0	0.243	2018	5496			
Ramp: NB off to Eastern (132)	056R27	056-I -0065 -711	0	0.103	2018	2596		12.6	59
Ramp: SB on from Eastern	056R28	056-I -0065 -741	0	0.193	2018	3375		12.1	59
Ramp: SB on from University	056R25	056-I -0065 -841	0	0.128	2018	4082		14.7	
Ramp: NB off to University (133)	056V87	056-I -0065 -811	0	0.127	2018	4608		11	
Ramp: NB on from University	056R24	056-I -0065 -821	0	0.094	2018	3481		11.8	
Ramp: SB off to Arthur (133)	056R23	056-I -0065 -831	0	0.083	2018	2880		10.9	
Ramp: SB on from Arthur	056K18	056-I -0065 -941	0	0.026	2018	3083		19.4	100
Ramp: SB off to Arthur (134)	056K19	056-I -0065 -942	0	0.051	2018	8116		11.6	100
Ramp: SB on from Preston	056K16	056-I -0065 -942	0	0.082	2018	5523		11.9	100
Ramp: NB off to Preston (134A)	056K20	056-I -0065 -162	0	0.102	2019	8916		14	53
Ramp: SB on from Floyd/Preston	056K21	056-I -0065 -171	0	0.136	2019	2668		16.8	59
Ramp: SB on from Preston	056V85	056-I -0065 -172	0	0.11	2019	5634		16.4	
Ramp: NB off to Woodbine (134B)	056K25	056-I -0065 -161	0	0.145	2019	1054		18.2	59
Ramp: SB on from Oak	056S81	056-I -0065 -281	0	0.138	2018	3771		10.1	100
Ramp: NB off to Catherine (135)	056K27	056-I -0065 -251	0	0.192	2017	9859		10.3	100
Ramp: NB on from Catherine	056K28	056-I -0065 -261	0	0.148	2018	5074		11.7	100
Ramp: SB off to Catherine (135)	056S82	056-I -0065 -271	0	0.212	2017	8405		11.2	100
Ramp: SB on from First	056R08	056-I -0065 -381	0	0.126	2018	6940		14.4	55
Ramp: NB off to Brook/Jacob (136A)	056R07	056-I -0065 -351	0	0.192	2018	9304		12.9	100
Ramp: NB off Chestnut (136B)	056R09	056-I -0065 -361	0	0.167	2017*	12578		11.3	55
Ramp: SB on from First/Chestnut	056R10	056-I -0065 -372	0	0.13	2017*	7250		10.9	55
Ramp: SB on from First/Liberty	056R11	056-I -0065 -371	0	0.202	2017	6889		9.1	55
Ramp: NB off to Muhammad Ali (136C)	056R12	056-I -0065 -451	0	0.138	2019	4562		20	100
Ramp: NB on from Ali/Preston/Liberty	056R13	056-I -0065 -461	0	0.444	2019	7170		17.6	100
Ramp: SB off to Brook/Jefferson (136C)	056R14	056-I -0065 -471	0	0.248	2019	14361		17.3	100
Crittenden	056968	056-KY-1631 -000	1.335	1.582	Feb-20	10190	8.81	8.5	56
Crittenden	056W49	056-CS-1040F -00	0.185	0.368	2018	7894		8.5	60
Univeristy	056T34	056-CS-1233F -00	0	0.339	2015	12106		7.4	55
Arthur	056969	056-KY-2803 -000	0	0.276	2017*	3053		11.2	100
Brandeis	056W70	056-CS-1286G -0(	0.162	0.258	2015	9692		9.2	55
Arthur	056T28	056-KY-0061 -002	10.652	11.352	Feb-20	7123	9.42	9.4	100
Burnett	056L99	056-CS-1259F -00	0.191	0.55	2012	8063		7.8	
Preston	056K18	056-KY-0061 -003	11.352	11.524	Data is repeat of K18 ramp				
Oak	056M65	056-CS-1016G -0(	0	0.657	2015	8872		8	55
Catherine	056M58	056-CS-1022G -0(	1.226	1.317	2014*	4034		8.3	100
Floyd	056M80	056-CS-1003F -00	0.712	1.911	2017	6128		11.2	56
Brook	056K48	056-CS-1006F -00	2.575	3.114	Feb-20	15510			
First	056S05	056-CS-1002F -00	0	0.722	2013	5684		14.1	100
Jefferson	056K67	056-CS-1014B -00	0	1.05	Mar-20	7327		13.5	
Chestnut	056M74	056-CS-1071G -0(	0	0.757	2013	9713		9.4	100
First	056N79	056-CS-1002F -00	0.722	2.347	2015	3295		9.7	55
Preston	056K17	056-KY-0061 -000	10.455	10.955	Feb-20	8010	4.908	9.8	76
M Ali	056S15	056-CS-1048G -0(	0.613	1.038	Mar-20	8019			100
Eastern	56960	056-US-0060A -00	3.943	4.55	Jan-20	21534			

Table 1 - Historic Traffic Count Data

No growth rate or adjustment was applied to the historic counts used for input in the 2020 existing microsimulation model. Counts for the permanent ATR station 056P99 suggest that from 2016 to 2020 traffic growth has been flat. In fact, over the past 20 years, this station has shown no significant increases or decrease in traffic volume. Further rational for simply using the historic counts from 2016-2020 with no adjustment is a consideration of the growth rate KIPDA staff applied for extrapolation of their TDM outputs from 2040 to 2045. To extrapolate these forecast values, KIPDA staff determined an appropriate average annual growth rate for ramps along the corridor from 2030 to 2040 to be -0.12%.

B. September 2020 Traffic Counts

Traffic counts were collected at three locations where traffic count data was lacking and necessary for traffic analysis for this study were. The locations were:

Crittenden Drive at I-65 SB Ramps
University Blvd at I-65 SB Ramps
Eastern Pkwy and Arthur St at I-65 Ramps

This count information is in **Appendix B.**

C. Non-Traffic Count Data Collection

(1) Travel Time Runs

KYTC provided data-loggers to the consultant to facilitate travel time runs. This data collection occurred during the hours of 7:00 AM – 9:00 AM and 4:00 PM to 6:00 PM on Tuesday, September 15th and Wednesday, September 16th of 2020. The travel time run data is documented in **Appendix C.** Typically, this data is used in calibrating the Microsimulation Models. See Section 3.0 for the COVID considerations.

(2) Traffic Camera Observations

The consultant observed study area traffic via Traffic Response and Incident Management Assisting the River City (TRIMARC) traffic cameras and documented these observations with notes and screenshots. This data collection coincided with the travel time runs and occurred during the hours of 7:00 AM – 9:00 AM and 4:00 PM to 6:00 PM on Tuesday, September 15th and Wednesday, September 16th of 2020. These observations are documented in **Appendix D.** Typically, this data is used in calibrating the Microsimulation Models. See Section 3.0 for the COVID considerations.

(3) KYTC Provided Speed Data (HERE)

KYTC provided speed data for the I-65 corridor for 2018 and 2019. The data is a product of HERE Technologies. The data shows average vehicle's speeds between 7:30 – 8:30 AM and between 4:30 – 5:30 PM and is summarized in **Figures 2 and 3** and included in **Appendix E**. This data was used in calibrating the Microsimulation Models and is further discussed in Section 5.0.

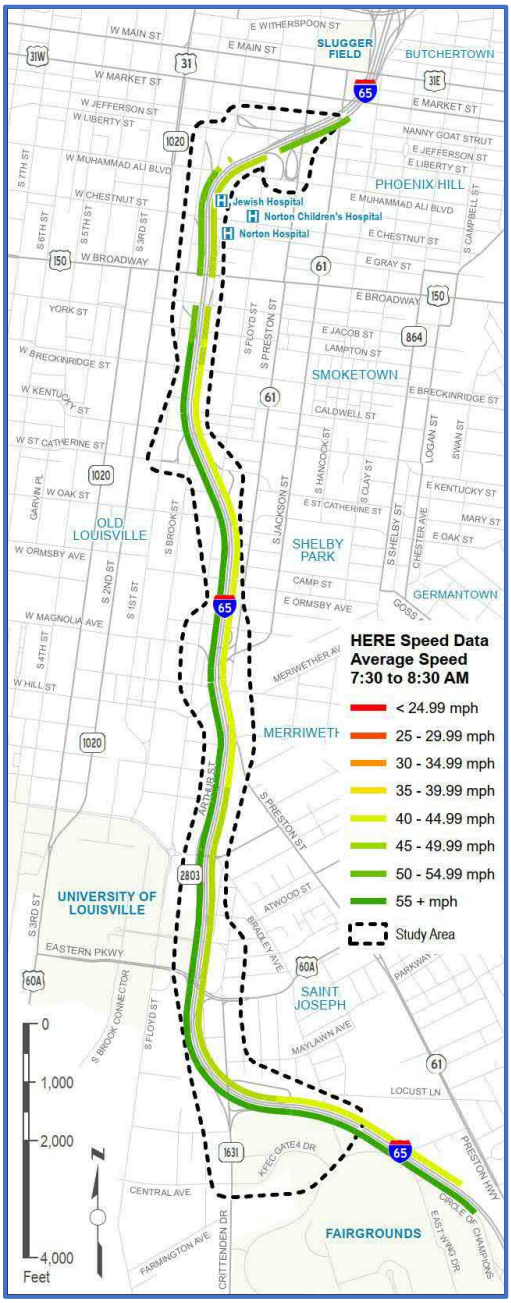

Figure 2 – HERE Speed Data AM

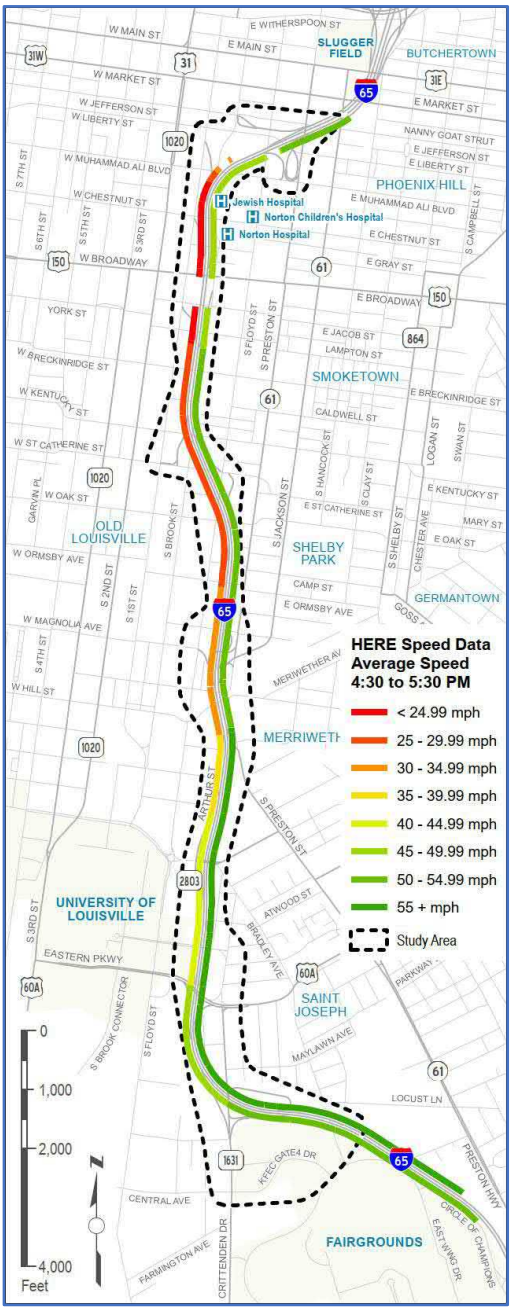

Figure 3 – HERE Speed Data PM

(4) StreetLight Data

StreetLight traffic volumes were used in place of or to supplement historical traffic count data for input in the KIPDA Travel Demand Model. If the historic traffic count data was from 2015 or older, then it reflects traffic volumes and patterns prior to the completion of the Louisville Southern Indiana & Ohio River Bridges (LSIORB) Project. This data was not considered valid and was not used in this analysis. If the historic traffic count data was from 2016 or more recent, then it was used. If

no historic traffic count data, from 2016 or more recent was available, then StreetLight data alone was used.

StreetLight data was used to develop the Origin – Destination Matrices used for microsimulation. These matrices are included as **Appendix F.**

3.0 COVID-19 Considerations

March 2020 met the world with a new reality; the global pandemic of COVID-19. This pandemic has affected most aspects of daily life. Stay-at-home orders, travel restrictions, the closing of schools (or switch to virtual instruction), remote working, and social distancing became our norm. At the time of writing of this report (July 2021), daily traffic volumes across the United States are about 92% of what was experienced in 2019, prior to COVID-19. This is based on the "Traffic Volume Trends – May 2019" report published by FHWA. How traffic patterns will be affected long-term is a subject of much debate. The validity of traffic count data collected during the COVID-19 pandemic must be scrutinized. During the data collection period of this study, traffic volumes across the United States were about 82% if what was experienced in 2019, prior to COVID-19. KIPDA confirmed that the KIPDA region reflected this same drop in traffic volumes to about 82%.

The Project Team discussed COVID-19 impacts during meetings on July 17th and 27th of 2020 and decided to move forward with the following consideration.

A. Historic Traffic Count Data
No data will be used that was collected after March 2020.

B. September 2020 Traffic Counts
Traffic volumes across the KIPDA region are currently at 82% of pre-COVID-19 conditions. The counts conducted in September 2020 will be adjusted by dividing volumes by 0.82 to approximate a pre-COVID-19 condition.

C. Travel Time Runs and Traffic Camera Observations
This data does not accurately reflect pre-COVID-19 conditions and was not used in the calibration of the Microsimulation Models. The data will be considered in the identification of areas of concern that might lead to the development of improvement concepts further in the study.

4.0 KIPDA Travel Demand Model

Year 2030 and 2045 forecasts were generated using KIPDA's regional travel demand model with a 2040 horizon year. Future year 2045 Baseline forecasts were extrapolated from model runs for 2030 and 2040. The model is a modified four-step model that performs trip generation, distribution, mode choice, and assignment for the KIPDA MPO region. The model runs in TransCAD software, version 7.0.

A. Socioeconomic Data

A traffic analysis zone (TAZ) is a geographical area delineated by state and/or local transportation officials for tabulating traffic-related data, especially journey-to-work and place-of-work statistics. A TAZ usually consists of one or more census blocks, block groups, or census tracts.

KIPDA's Travel Demand Model incorporates socioeconomic forecasts at the TAZ level. Socioeconomic data is shown for 2030 and 2040. **Appendix G** documents the Change in Households and Change of Employment for each Zones of Interest (2030, 2040).

For this study, we have focused on Zones of Interest for socioeconomic and origin destination considerations. These Zones of Interest match with TAZ boundaries and also indicate locations KIPDA has identified as "special traffic generators."

Figures 4 and 5 - Zones of Interest and Origin-Destination Gates

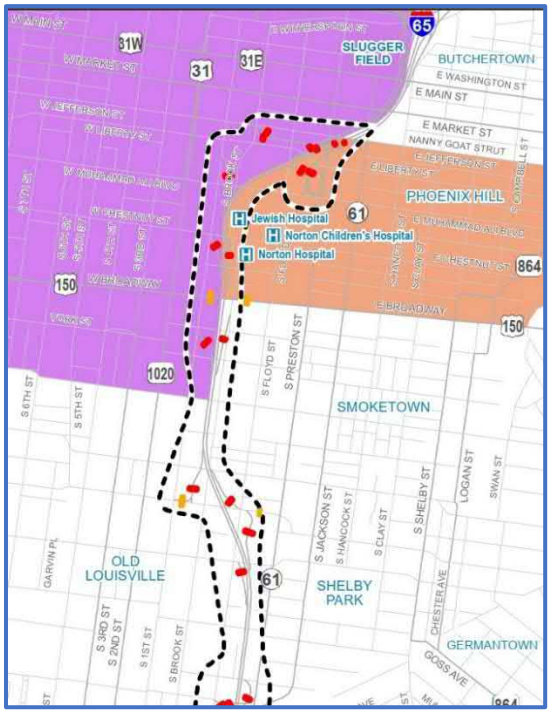

Figure 4 – Zones of Interest and O-D Gates Study Area - North

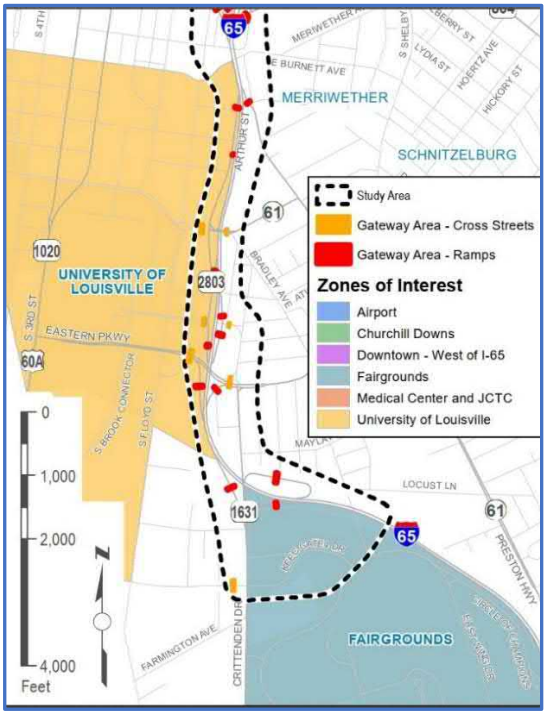

Figure 5 – Zones of Interest and O-D Gates Study Area – South

B. Network Updates

Tables 2, 3, and 4 summarize the existing/committed KIPDA MPO region transportation projects reflected in the KIPDA model, regionally significant enough to potentially influence traffic flows in the study area for future years 2030 and 2045.

In general, projects considered regionally significant enough to potentially influence traffic flows in the study area were:

- Any project on I-65 in the KIPDA MPO region
- Any interstate project in Jefferson County
- Any project within or touching the Study Area

KIPDA ID	Project name	Project Description	Project Sponsor	State ID	Open to Public Year
179	I-265	KYTC Highway Plan (June, 2018): Reconstruction of the I-265/I-64 Interchange. (2016BOP)CHAF ID: IP20110064	KYTC	5-549.00/549.01	2023
181	Reconstruction Existing Interchange from Northbound KY 1747 to I-64	Reconstruct existing interchange including construct ramp 7 "flyover" from northbound KY 1747 (Hurstbourne Parkway) to westbound I-64 and re-time signals along KY 1747 (Hurstbourne Parkway).	KYTC	5-52.00	2028
224	I-65	Extend and reconstruct I-65 southbound ramp to Brook Street and Floyd Street. The project will include the consideration of bicycle and pedestrian facilities.	Louisville Metro	5-378.10	2028
264	Brook Street	Ramp improvements at the Brook Street/Broadway exit from I-65.	Louisville Metro		2040
389	I-64	6YP DESC: Improvements within the I-64 corridor from the Kennedy Interchange to I-264 (Watterson Expressway) addressing safety and congestion issues. CHAF ID # - IP20080187.	KYTC	5-553.00	2024
390	I-64	60 (Shelbyville Road) with interchange on the I-64 corridor. Corridor would be in the vicinity of Gilliland Road.	KYTC	5-80000.00	2029
392	I- 65 / KY 61	Construct new interchange at I-65 and KY 61 (Preston Highway).	KYTC		2039
397	I-264/I-64	KYTC Highway Plan (June, 2018): Improve ramp capacity of the I-64 westbound ramp to I-264 westbound from one to two lanes for entire length and other needed improvements to address weave issues at merge on I-264. (2006BOPP)(12CCR).CHAF ID: IP20150209.	KYTC	5-159.00	2020
407	I-265	KYTC Highway Plan (June, 2018): Improve safety and reduce congestion on I-265 from I-65 to US 31E. CHAF ID: IP20080191.Additional Considerations: Project will evaluate widening to the inside from 4 to 6 lanes.	KYTC	5-554.00	2028
491	I-65	6YP DESC: Widen I-65 from 6 to 8 lanes from KY 61 (Preston Highway) in Lebanon Junction to I-265 (Gene Snyder Freeway).	KYTC	5-550.00	2030
958	I-265	Six lane priority section of I-265 between Taylorsville Road and I-71. Approximately 11.3 miles, from MP 23.409 to MP 34.727. Project design will evaluate widening from 4 to 6 lanes as a potential solution to the congestion.kytc	KYTC	5-537.00/537.01/537.02	2023

Table 2 – Relevant KIPDA MTP Projects (Part 1)

KIPDA ID	Project name	Project Description	Project Sponsor	State ID	Open to Public Year
959	I-265	KYTC Highway Plan (June, 2018): Improve safety and reduce congestion on I-265 from US 31E to KY 155 . CHAF ID: IP20150080. Additional Considerations: Project will evaluate widening to the inside from 4 to 6 lanes.	KYTC	5-558.00	2029
1111	Comprehensive Campus Improvements for Pedestrians & Bicyclists, Phase II	The project needed by JCTC includes improvements on the downtown campus for pedestrians and bicyclists. The Downtown campus is bordered on Chestnut Street to the north, and Breckinridge Street to the south.	JCTC		2025
1478	I-71	6YP DESC: Addition of NB and SB auxiliary lanes on I-71 near Kennedy, including operations improvements to the Zorn interchange (2004BOPC). CHAF DESC: Improve safety and reduce congestion on I-71 from I-64 near the Kennedy interchange to Zorn Avenue. CH	KYTC	5-48.00/58.11	2024
1480	I-71	Improve safety and reduce congestion of the I-265 northbound to I-71 southbound movement at the I-71/I-265 (Gene Snyder Freeway) interchange.	KYTC	5-48.30	2030
1514	I-265 Rehl Road	Construct a new interchange on I-265 at Rehl Road.	Louisville Metro		2040
1809	One-Way Street Conversion to Two-Way Phase 1	Design and construction for the conversion of one-way streets in downtown Louisville to two-way traffic flow.	Louisville Metro	5-470.000	2020
1922	I-264/US 42	KYTC Highway Plan (June, 2018): Reconstruct/widen I-264 (Watterson Expressway) from Westport Road (KY 447) to I-71, including the US 42 interchange as a SPUI. (Project includes 5-594) (12CCR)(14CCR). Project length is 1.7 miles.	KYTC	5-804.00	2025
2025	I-264	Reduce congestion and improve safety along I-264 from I-64 to the KY 3082 (Bank Street) interchange. Project design will evaluate the addition of one travel lane in each direction. CHAF IP20130130.	KTYC		2040
2121	I-65	6YP DESC: Improve safety and reduce congestion at the I-65/I-264 interchange. Project length is 2.29 miles. CHAF DESC: Improve safety and reduce congestion at the I-65/I-264	KYTC	5-559.00/5-559.01	2029
2142	Olmsted Parkways Bicycle/Pedestrian Improvements	This project will provide planning, design, and implementation phases for Olmsted Parkways Bicycle and Pedestrian Improvements to rehabilitate Eastern Parkway to modern standards.	Lou. Metro Parks	5-3213.00	2035
2152	I-71	6YP DESC: Six lane priority section of I-71 between I-265 and KY 329 (16CCR). Project length is 2.785 miles. CHAF ID: IP20150450Additional Considerations: Widen priority section of I-71 between I-265 and and KY 329 from 4 to 6 lanes.	KYTC	5-483.00/483.01/483.02	2023
2193	I- 65/KY 480 Interchange	6YP Desc: Improve operational performance of the I-65/KY 480 interchange including ramp improvements and turning lanes. (12CCR)(14CCR)(2014BOP) (16CCR) From MP 0.80 to MP 1.30. CHAF ID: IP20160218	KYTC	5-391.30	2026

Table 3 – Relevant KIPDA MTP Projects (Part 2)

KIPDA ID	Project name	Project Description	Project Sponsor	State ID	Open to Public Year
2333	I-65	KYTC Highway Plan (June, 2018): Construct new I-65 interchange between KY 480 and KY 245.Additional Considerations: Project includes construction of a 3 lane connector road from KY 61 east to Alpha Way.	KYTC	5-538.00	2020
2382	I-71	6YP DESC: Provide collector-distributor lane on southbound I-71 to facilitate ramp movements to and from I-265. Project length is 1.6 miles.	KYTC	5-539.00	2020
2408	TARC Cross River Connectors	Implementation of 2 routes to improve cross river mobility over the Kennedy/Lincoln bridges and the Lewis and Clark Bridge.	TARC	1801625	2020
2601	I-65	Improve safety and reduce congestion at the I-65/I-265 (Gene Snyder Freeway) interchange.	KYTC	5-560.00	2028
2602	I-71	6YP Desc: Improve safety and reduce congestion on I-71 from Zorn Avenue to I-264.I-71 from MP 2.00 TO MP 5.00.CHAF Desc: Improve safety and reduce congestion on I-71 from Zorn Ave to I-264 (Watterson Expressway).	KYTC	5-556.00	2030
2611	I-71	Improve safety and reduce congestion on I-71 from Zorn Avenue to I-265. I-71 from MP 2.00 to MP 9.00. CHAF ID: IP20150032. Project will evaluate widening to the inside from 4 to 6 lanes.	KYTC	5-557.00	2030
2616	I- 65 Road Reconstructio	RP 28+0.883 is a composite pavement section, and is exhibiting severe stripping in the HMA layers beneath the surface.	INDOT	1700135	2024
2738	Veteran's Parkway & I-65 North	Segment of Veteran's Parkway is categorized as 10% worst level of service (D rating). During peak hours, traffic bottlenecks, specifically for I-65 N bound vehicles.	Clarksville		2026
2742	I-265/US 60	Snyder Freeway: Reconstruct I-265/US-60 interchange as a single point urban interchange and construct needed improvements to connect with the I-265/I-64 interchange. (2006BOPC).	KYTC		2023
2765	I-65 Barrier Wall MP 116 tp MP 118	Sound barrier wall on I-65 from MP 116 to MP 118 post northbound side.	Bullitt co.		2026
2780	KY 61	Improve safety, reduce congestion, and improve multi-modal transportation options along KY 61 from Commerce Crossings Drive(BMP 1.395) to Briden Avenue (EMP 8.400) including the I-264 (Watterson Expressway) and I-265 interchanges.	KYTC		2031
2784	I-74/I-264	Improve safety and reduce congestion at the I-71/I-264 (Watterson Expressway) interchange.	KYTC		2034
2785	I-65/KY 1526	Improve safety and reduce congestion at the I-65/KY 1526 (Brooks Hill Road - John Harper Highway) interchange including improvements to KY 1526 from KY 1020 (Coral Ridge Road) to KY 1450 (Blue Lick Road). I-65 MP 121.20 to MP 122.00.	KYTC		2026

Table 4 – Relevant KIPDA MTP Projects (Part 3)

C. Travel Demand Model Results for Existing 2020, 2030 Baseline, and 2045 Baseline

Model outputs for the Existing 2020, 2030 Baseline, and 2045 Baseline scenarios shown in **Tables 5 and 6.**

The **Table 5** provide a summary of volumes by mainline highway segment (directional).

I-65 Study Traffic Forecasts						
Roadway Segment	**Adjusted Count Used**	**Unadjusted 2020 KIPDA Model**	**2030 Model Adjusted**	**2040 Model Adjusted**	**2030-2040 Growth Rate**	**2045 Extrapolated Model**
I-65 NB						
I-65 NB to Indiana	21,600	14,500	23,400	25,600	0.90%	26,800
I-65 NB between I-64/71 and Muhammad Ali Off	41,400	36,000	44,400	46,500	0.47%	47,600
I-65 NB between Muhammad Ali and Chestnut Off	43,600	37,000	46,500	48,600	0.44%	49,700
I-65 NB between Chestnut and Broadway Off	60,100	51,800	62,500	63,900	0.22%	64,600
I-65 NB between Broadway and St. Catherine On	69,000	61,800	70,800	71,900	0.14%	72,400
I-65 NB between St. Catherine On and St. Catherine Off	65,100	52,700	67,300	68,800	0.22%	69,500
I-65 NB between St. Catherine Off and Woodbine	66,900	58,800	69,300	70,800	0.22%	71,600
I-65 NB between Woodbine and Jackson/Preston Off	69,300	60,800	71,400	73,000	0.23%	73,900
I-65 NB between Jackson/Preston Off and Preston On	74,400	66,200	76,000	77,300	0.18%	78,000
I-65 NB between Preston On and University On	69,900	59,800	71,500	73,000	0.21%	73,800
I-65 NB between University On and University Off	62,700	52,600	64,100	65,000	0.15%	65,500
I-65 NB between University Off and Eastern Off	62,900	62,500	64,600	65,500	0.15%	66,000
I-65 NB between Eastern Off and Crittenden On	62,600	64,800	64,200	64,700	0.07%	64,900
I-65 NB South Study Boundary	62,400	64,800	64,000	64,500	0.07%	64,700
I-65 SB						
I-65 SB from Indiana	17,600	13,100	18,900	21,300	1.16%	22,500
I-65 SB between I-64/71 and Liberty	44,200	36,700	46,700	49,800	0.65%	51,400
I-65 SB between Liberty and Chestnut	56,500	48,700	58,700	61,300	0.43%	62,700
I-65 SB between Chestnut and Jacob	65,400	60,100	67,200	69,000	0.27%	70,000
I-65 SB between Jacob and St. Catherine	71,300	69,300	73,300	74,800	0.21%	75,600
I-65 SB between St. Catherine and Oak	66,700	60,900	68,300	69,800	0.22%	70,600
I-65 SB between Oak and Magnolia/Preston	71,300	65,700	72,500	73,400	0.13%	73,900
I-65 SB between Magnolia/Preston and Arthur Off	79,700	72,600	82,100	84,000	0.23%	84,900
I-65 SB between Arthur Off and Arthur On	68,200	62,600	70,400	72,600	0.30%	73,600
I-65 SB between Arthur On and University Off	74,600	63,300	76,800	78,500	0.22%	79,300
I-65 SB between University Off and University On	68,200	55,200	71,100	72,900	0.24%	73,800
I-65 SB between University On and Eastern	71,400	62,600	75,100	76,100	0.14%	76,600
I-65 SB between Eastern and Crittenden Off	76,500	68,500	80,700	82,600	0.22%	83,500
I-65 SB between Crittenden Off and Crittenden On	66,900	65,800	70,700	72,300	0.23%	73,100
I-65 SB South Study Boundary	70,700	72,600	74,800	74,900	0.02%	75,000

Table 5 – TDM Forecast Outputs for Mainline

The **Table 6** provide a summary of volumes by ramp and cross street segment.

I-65 Study Traffic Forecasts						
Roadway Segment	**Adjusted Count Used**	**Unadjusted 2020 KIPDA Model**	**2030 Model Adjusted**	**2040 Model Adjusted**	**2030-2040 Growth Rate**	**2045 Extrapolated Model**
I-65 Ramps						
Arthur SB Off	17,500	9,900	12,900	12,700	-0.20%	12,500
Arthur SB On	8,600	700	5,300	3,000	*-1.00%*	2,900
Broadway NB Off	12,850	10,000	12,300	11,900	-0.32%	11,700
Brook SB Off	3,550	400				
Jefferson SB Off	6,250	10,100				
Brook/Jefferson SB Off	9,800	10,500	16,100	16,400	0.21%	16,600
Chestnut NB Off	13,000	14,800	10,400	9,900	-0.52%	9,600
Chestnut SB On	7,200	11,400	6,000	5,500	-0.90%	5,300
Crittenden NB On	5,200	0	1,900	1,900	0.00%	1,900
Crittenden SB Off	9,700	2,600	8,100	8,300	0.23%	8,400
Crittenden SB On	7,600	6,800	8,000	6,400	*-1.00%*	6,100
Eastern NB Off	3,950	2,300	4,100	3,400	*-1.00%*	3,200
Eastern SB On	3,950	5,900	6,000	6,700	1.15%	7,100
I-64/71 SB On	25,400	23,600	26,500	27,400	0.33%	27,900
I-64/71 NB Off	20,400	21,500	21,700	21,900	0.10%	22,000
Jackson/Preston NB Off	7,050	5,400	8,400	8,100	-0.42%	7,900
Jacob SB On	7,500	9,200	7,600	7,400	-0.24%	7,300
Liberty SB On	12,700	12,000	9,600	9,200	-0.41%	9,100
Liberty/Ali NB On	13,700	9,500	11,300	12,200	0.75%	12,700
Muhammad Ali NB Off	3,700	1,100	4,000	3,800	-0.45%	3,700
Magnolia SB On	5,400	400	5,200	5,000	-0.42%	4,900
Oak SB On	7,000	4,700	5,400	4,800	*-1.00%*	4,600
Preston NB On	6,950	6,400	6,900	6,800	-0.19%	6,800
Preston SB On	8,100	6,500	9,400	10,500	1.00%	11,000
St. Catherine NB Off	5,400	6,100	8,000	8,100	0.15%	8,100
St. Catherine NB On	7,300	9,100	6,000	5,700	-0.52%	5,500
St. Catherine SB Off	7,300	8,300	8,200	8,400	0.14%	8,400
University NB Off	6,100	9,900	5,700	5,700	0.11%	5,800
University NB On	10,700	7,200	7,300	7,800	0.69%	8,100
University SB Off	6,400	8,100	4,200	4,200	0.00%	4,200
University SB On	6,400	7,300	6,000	5,400	-0.89%	5,200
Woodbine NB Off	2,400	2,000	1,800	1,900	0.65%	2,000
Cross-Street Segments						
Broadway E of I-65	26,150	12,700	26,400	26,900	0.18%	27,200
Broadway W of I-65	26,400	18,600	26,900	27,900	0.37%	28,400
St Catherine E of I-65	7,000	7,800	7,700	7,800	0.07%	7,800
St Catherine W of I-65	12,600	14,100	13,500	14,000	0.40%	14,300
Brandeis E of I-65	8,250	9,300	8,900	8,700	-0.25%	8,600
Brandeis W of I-65	7,650	12,100	8,700	8,600	-0.09%	8,600
University Blvd E of I-65	13,100	7,000	13,800	14,200	0.28%	14,400
University Blvd W of I-65	10,800	16,400	10,600	10,400	-0.20%	10,300
Eastern Pkwy E of I-65	15,050	13,500	14,000	9,100	*-1.00%*	8,600
Eastern Pkwy W of I-65	17,100	24,400	19,100	16,000	*-1.00%*	15,300
Central Ave W of Crittenden	17,000	8,200	14,700	14,800	0.13%	14,900

Table 6 – TDM Forecast Outputs for Ramps and Cross Street Segments

5.0 Microsimulation of Traffic Operations

KYTC provided a microsimulation model previously developed for Louisville Metro Government (Metro). This model has been used for analyzing Metro's One-way to Two-way Street Conversion project (KYTC Item No. 5-470) as well as the Louisville Central Business District (CBD) Mobility Study (KYTC Item No. 5-546). The consultant has adjusted this microsimulation model for this study.

Microsimulation models using the TransModeler SE software version 5 were developed for the AM and PM peak hour operations during each scenario (2020, 2030, and 2045) with the above-mentioned microsimulation model as the basis. The Existing year 2020 scenario was calibrated using collected existing conditions data (Section 2.0) to ensure models replicate existing performance. Default variables were adjusted as appropriate to reflect Kentucky driver behaviors as discussed below. Model outputs from KIPDA's travel demand model (Section 4.0) form the basis for future year scenarios and origin-destination assumptions.

A. TransModeler Inputs for Calibration

AM and PM Peak Hour TransModeler models were built to evaluate traffic operations under the Existing year 2020, 2030 Baseline, and 2045 Baseline scenarios. The model included all study area shown in **Figure 1.** To ensure accuracy of these models, AM and PM Peak Hour Existing year 2020 models were calibrated based on peak hour travel speeds (HERE data) and vehicle types.

Other adjustments to default model conditions considered parameters developed for Kentucky and found in the "*DRAFT – KY Microsimulation Parameters for Testing and Feedback distributed at the 2020 ACEC-KY/FHWA/KYTC Partnering Conference – dated 9/10/2020" (KY Microsimulation Parameters).*

This document is included as **Appendix H**.

The adjustments are summarized as follows in **Table 7**:

<table>
<tr><th>No.</th><th>Item</th><th>From (Before)</th><th>To (After)</th><th>Comments</th></tr>
<tr><td>1</td><td>Car Following Model</td><td>Modified General Motors</td><td>Wiedemann 74</td><td></td></tr>
<tr><td>2</td><td>Minimum Headway</td><td>Default</td><td>No change</td><td></td></tr>
<tr><td>3</td><td>CC1: Headway Time</td><td>0.9 s</td><td>N/A</td><td rowspan="3">Item is listed under Wiedemann 99 Car Following Model. Therefore, no change needed.</td></tr>
<tr><td>4</td><td>CC8: Standstill Acceleration</td><td>9.2 ft/s^2</td><td>N/A</td></tr>
<tr><td>5</td><td>CC9: Acceleration at 50 mph</td><td>4.4 ft/s^2</td><td>N/A</td></tr>
<tr><td>6</td><td>Deceleration</td><td>Default</td><td>No change</td><td></td></tr>
<tr><td rowspan="2">7</td><td rowspan="2">Standstill Distance (AX)</td><td>Average = 6.5 ft</td><td>9 ft (Recommended Urban)</td><td></td></tr>
<tr><td>Std Deviation = 0.98 ft</td><td>3.7 ft (Recommended Urban)</td><td></td></tr>
<tr><td>8</td><td>Lane Change Distance</td><td>Default</td><td>No change</td><td></td></tr>
<tr><td>9</td><td>Vehicle Speed Ranges</td><td>Default
<table>
<tr><th>Deviation from Speed Limit (mph)</th><th>Driver Population (%)</th></tr>
<tr><td>-10.0</td><td>1.0</td></tr>
<tr><td>-5.0</td><td>7.0</td></tr>
<tr><td>0.0</td><td>55.0</td></tr>
<tr><td>5.0</td><td>21.0</td></tr>
<tr><td>10.0</td><td>8.0</td></tr>
<tr><td>15.0</td><td>5.0</td></tr>
<tr><td>20.0</td><td>2.0</td></tr>
<tr><td>25.0</td><td>1.0</td></tr>
</table></td><td><table>
<tr><th>Deviation from Speed Limit (mph)</th><th>Driver Population (%)</th></tr>
<tr><td>-1.5</td><td>10.0</td></tr>
<tr><td>1.2</td><td>10.0</td></tr>
<tr><td>3.0</td><td>10.0</td></tr>
<tr><td>4.6</td><td>10.0</td></tr>
<tr><td>5.7</td><td>10.0</td></tr>
<tr><td>7.3</td><td>10.0</td></tr>
<tr><td>8.7</td><td>10.0</td></tr>
<tr><td>10.7</td><td>10.0</td></tr>
<tr><td>13.6</td><td>10.0</td></tr>
<tr><td>21.7</td><td>10.0</td></tr>
</table></td><td></td></tr>
<tr><td>10</td><td>Vehicle Fleet Composition</td><td>Default
<table>
<tr><th>Percentage (%)</th><th>Name</th><th>Description</th></tr>
<tr><td>12.00</td><td>Car Low MPR</td><td>High performance passenger cars</td></tr>
<tr><td>48.00</td><td>Car Mid MPR</td><td>Middle performance passenger cars</td></tr>
<tr><td>12.00</td><td>Car High MPR</td><td>Low performance passenger cars</td></tr>
<tr><td>20.20</td><td>Pickup/SUV</td><td>Pickup trucks, vans, and SUVs</td></tr>
<tr><td>3.20</td><td>SU Truck</td><td>Single-unit and 4-axle single-trailer trucks</td></tr>
<tr><td>1.00</td><td>Trailer Truck</td><td>5+-axle tractor single-trailer and semitrailer trucks</td></tr>
<tr><td>0.30</td><td>Bus</td><td>Buses</td></tr>
<tr><td>0.00</td><td>Articulated Bus</td><td>Articulated buses</td></tr>
<tr><td>0.00</td><td>Train</td><td>Trains</td></tr>
<tr><td>3.30</td><td>Motorcycle</td><td>Motorcycles</td></tr>
<tr><td>0.00</td><td>Bike</td><td>Bicycles</td></tr>
</table></td><td><table>
<tr><th>Percentage (%)</th><th>Name</th><th>Description</th></tr>
<tr><td>5.20</td><td>Car Low MPR</td><td>High performance passenger cars</td></tr>
<tr><td>20.60</td><td>Car Mid MPR</td><td>Middle performance passenger cars</td></tr>
<tr><td>15.80</td><td>Car High MPR</td><td>Low performance passenger cars</td></tr>
<tr><td>41.80</td><td>Pickup/SUV</td><td>Pickup trucks, vans, and SUVs</td></tr>
<tr><td>5.00</td><td>SU Truck</td><td>Single-unit and 4-axle single-trailer trucks</td></tr>
<tr><td>8.60</td><td>Trailer Truck</td><td>5+-axle tractor single-trailer and semitrailer trucks</td></tr>
<tr><td>0.50</td><td>Bus</td><td>Buses</td></tr>
<tr><td>0.00</td><td>Articulated Bus</td><td>Articulated buses</td></tr>
<tr><td>0.00</td><td>Train</td><td>Trains</td></tr>
<tr><td>2.50</td><td>Motorcycle</td><td>Motorcycles</td></tr>
<tr><td>0.00</td><td>Bike</td><td>Bicycles</td></tr>
</table></td><td></td></tr>
<tr><td>11</td><td>Truck Weight-to-Power Ratio</td><td>Default
<table>
<tr><th>Class</th><th>25th (lbs/hp)</th><th>50th (lbs/hp)</th><th>75th (lbs/hp)</th><th>85th (lbs/hp)</th><th>90th (lbs/hp)</th></tr>
<tr><td>Car Low MPR</td><td>3.3</td><td>4.9</td><td>6.6</td><td>8.2</td><td>9.9</td></tr>
<tr><td>Car Mid MPR</td><td>8.2</td><td>10.7</td><td>12.3</td><td>13.2</td><td>16.4</td></tr>
<tr><td>Car High MPR</td><td>13.2</td><td>20.5</td><td>24.7</td><td>28.8</td><td>32.9</td></tr>
<tr><td>Pickup/SUV</td><td>11.5</td><td>19.7</td><td>24.7</td><td>27.9</td><td>32.9</td></tr>
<tr><td>SU Truck</td><td>65.8</td><td>98.6</td><td>123.3</td><td>139.7</td><td>148.0</td></tr>
<tr><td>Trailer Truck</td><td>115.1</td><td>139.7</td><td>172.6</td><td>189.1</td><td>197.3</td></tr>
<tr><td>Bus</td><td>57.5</td><td>65.8</td><td>82.2</td><td>90.4</td><td>98.6</td></tr>
<tr><td>Articulated Bus</td><td>82.2</td><td>106.9</td><td>123.3</td><td>139.7</td><td>148.0</td></tr>
<tr><td>Train</td><td>106.9</td><td>139.7</td><td>197.3</td><td>246.6</td><td>263.0</td></tr>
<tr><td>Motorcycle</td><td>1.6</td><td>2.0</td><td>2.5</td><td>2.8</td><td>3.3</td></tr>
<tr><td>Bike</td><td>65.8</td><td>82.2</td><td>98.6</td><td>115.1</td><td>131.5</td></tr>
</table></td><td><table>
<tr><th>Class</th><th>25th (lbs/hp)</th><th>50th (lbs/hp)</th><th>75th (lbs/hp)</th><th>85th (lbs/hp)</th><th>90th (lbs/hp)</th></tr>
<tr><td>Car Low MPR</td><td>3.3</td><td>4.9</td><td>6.6</td><td>8.2</td><td>9.9</td></tr>
<tr><td>Car Mid MPR</td><td>8.2</td><td>10.7</td><td>12.3</td><td>13.2</td><td>16.4</td></tr>
<tr><td>Car High MPR</td><td>13.2</td><td>20.5</td><td>24.7</td><td>28.8</td><td>32.9</td></tr>
<tr><td>Pickup/SUV</td><td>11.5</td><td>19.7</td><td>24.7</td><td>27.9</td><td>32.9</td></tr>
<tr><td>SU Truck</td><td>65.8</td><td>98.6</td><td>123.3</td><td>139.7</td><td>148.0</td></tr>
<tr><td>Trailer Truck</td><td>82.3</td><td>118.1</td><td>153.2</td><td>170.4</td><td>188.1</td></tr>
<tr><td>Bus</td><td>57.5</td><td>65.8</td><td>82.2</td><td>90.4</td><td>98.6</td></tr>
<tr><td>Articulated Bus</td><td>82.2</td><td>106.9</td><td>123.3</td><td>139.7</td><td>148.0</td></tr>
<tr><td>Train</td><td>106.9</td><td>139.7</td><td>197.3</td><td>246.6</td><td>263.0</td></tr>
<tr><td>Motorcycle</td><td>1.6</td><td>2.0</td><td>2.5</td><td>2.8</td><td>3.3</td></tr>
<tr><td>Bike</td><td>65.8</td><td>82.2</td><td>98.6</td><td>115.1</td><td>131.5</td></tr>
</table></td><td>Per KYTC recommended values, the 25th, 50th, 75th, 85th, and 90th percentile were calculated and converted to lb/hp for trailer truck.</td></tr>
</table>

Table 7 – Microsimulation Input Parameter Adjustments

Figures 6 and 7 compare HERE travel speed data to the 2020 Existing modeled speeds during the AM peak while **Figures 8 and 9** compare data for the PM peaks.

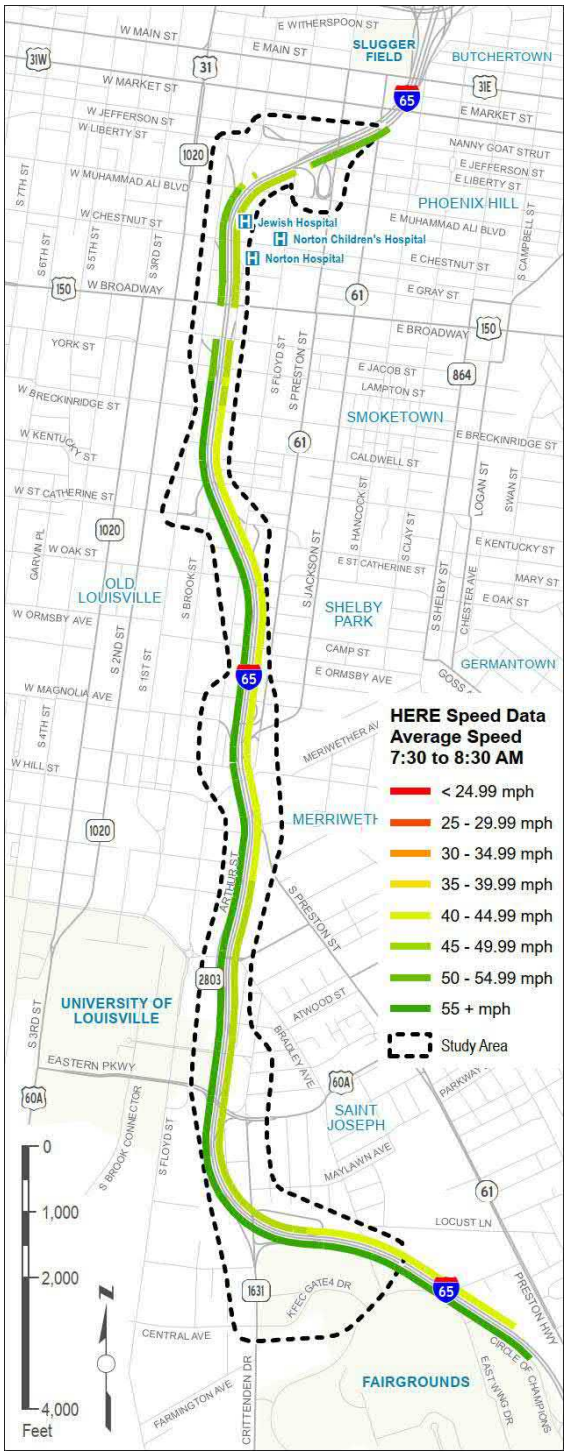

Figure 6 – HERE Speed Data AM

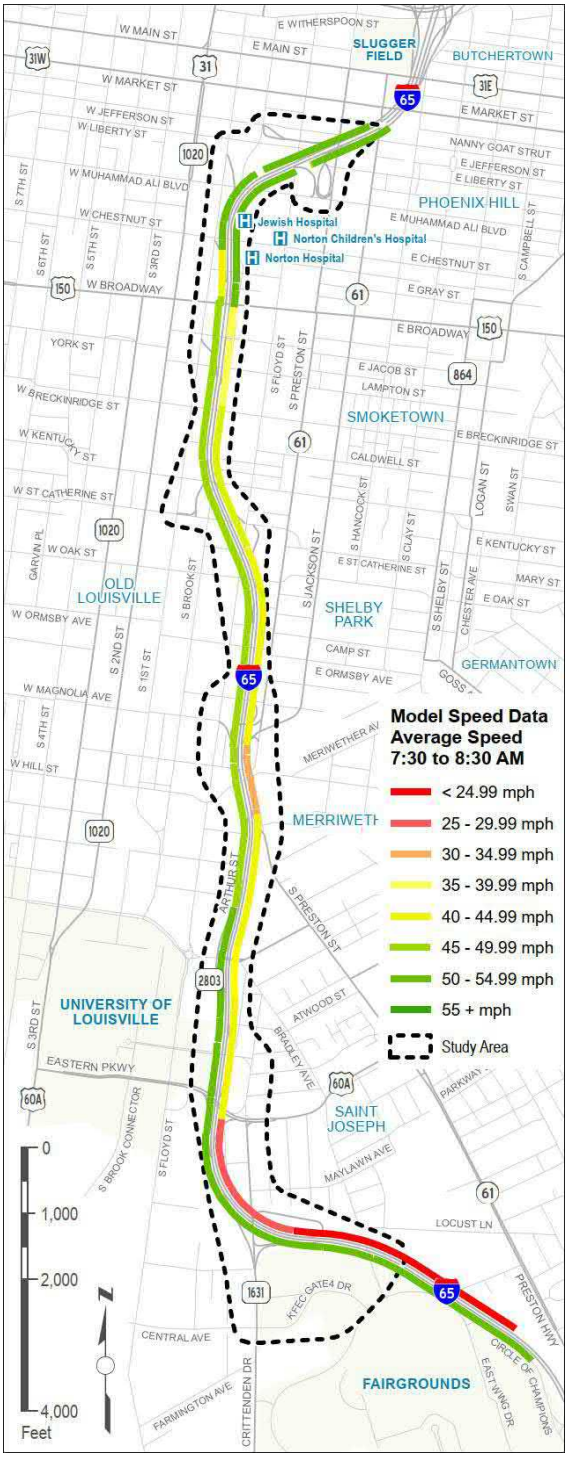

Figure 7 - Model Speed Data AM

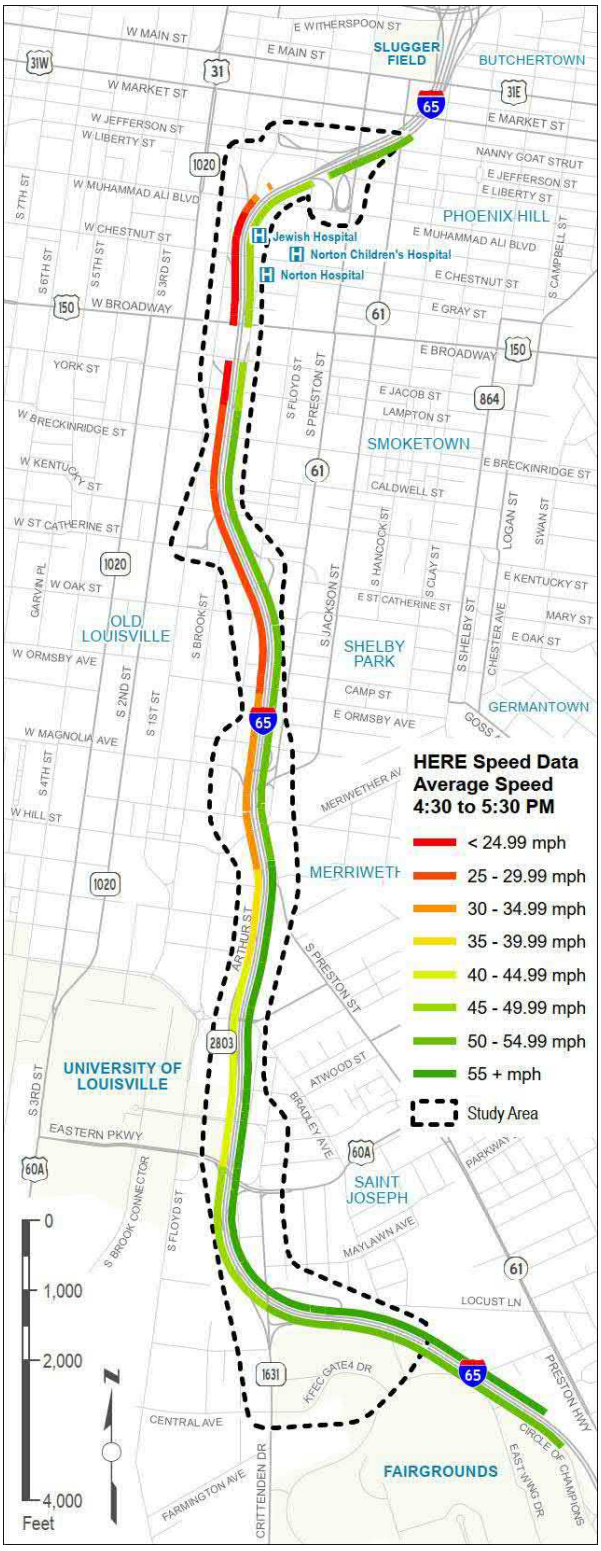

Figure 8 – HERE Speed Data PM

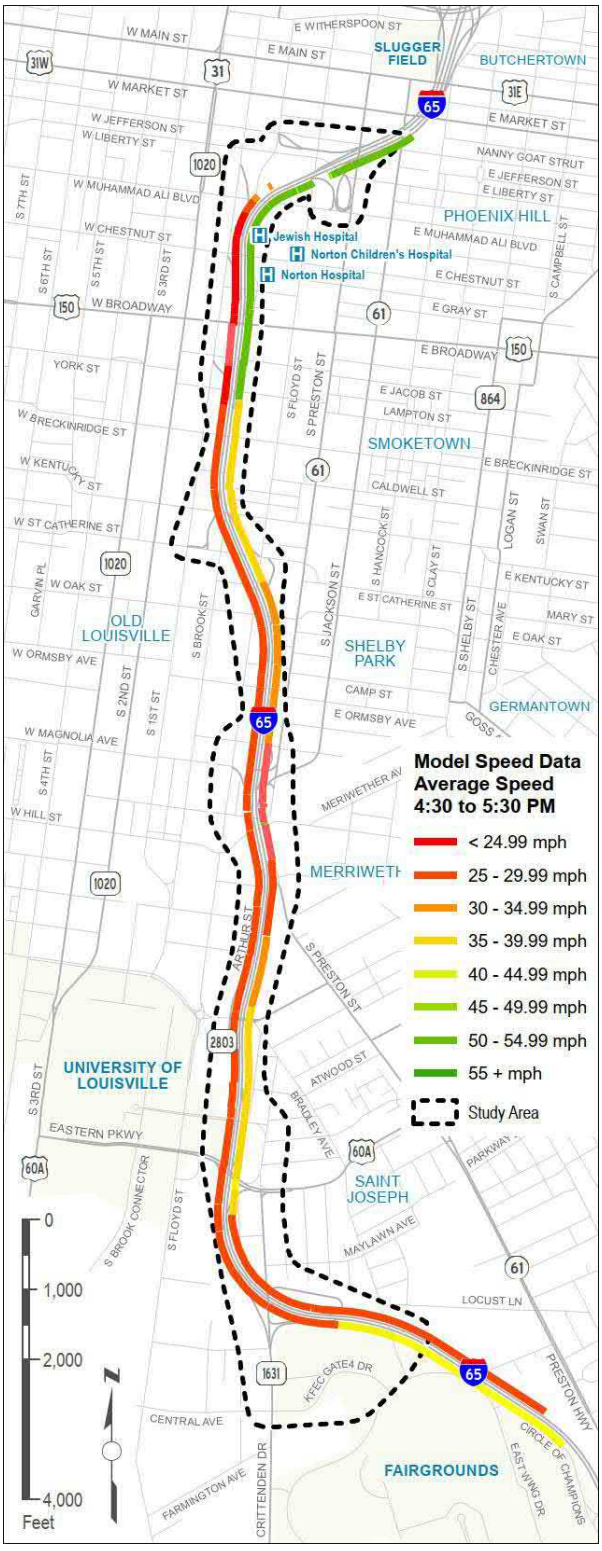

Figure 9 - Model Speed Data PM

B. TransModeler Results - Baselines

The level of service outcomes were produced after (TransModeler) simulation batch (10 runs) for each scenario, AM and PM peak hours. The inputs for these Baseline simulations were traffic forecasts provided by KIPDA and based on the KIPDA Travel Demand Model as documented in Section 4.0 of this report. The KIPDA Travel Demand Model accounts for socioeconomic forecasts as well as transportation network updates anticipated by KIPDA.

Level of Service (LOS), is a qualitative measure for assessing operational characteristics of a roadway. It is used to define the quality of traffic operations based on measures such as vehicle speed, travel time, comfort and convenience, maneuverability, congestion, and delay.

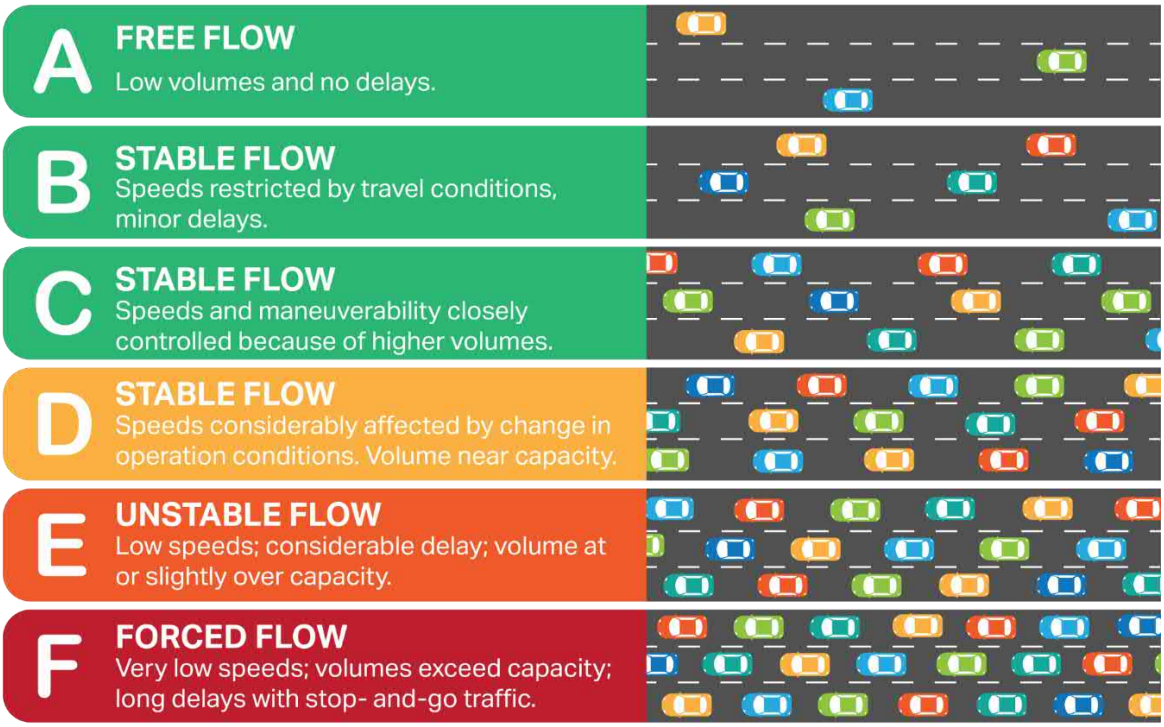

Figure 10 – LOS General Explaination

The different levels of service are designated by letters, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Although LOS looks like a grade from school, where one might strive for an A, an LOS of C or D is actually acceptable in most conditions.

The figure below compares the TransModeler microsimulation LOS outputs for I-65 northbound and southbound. The baseline scenarios presented are for AM and PM peak hours for Existing (2020) and future years 2030 and 2045.

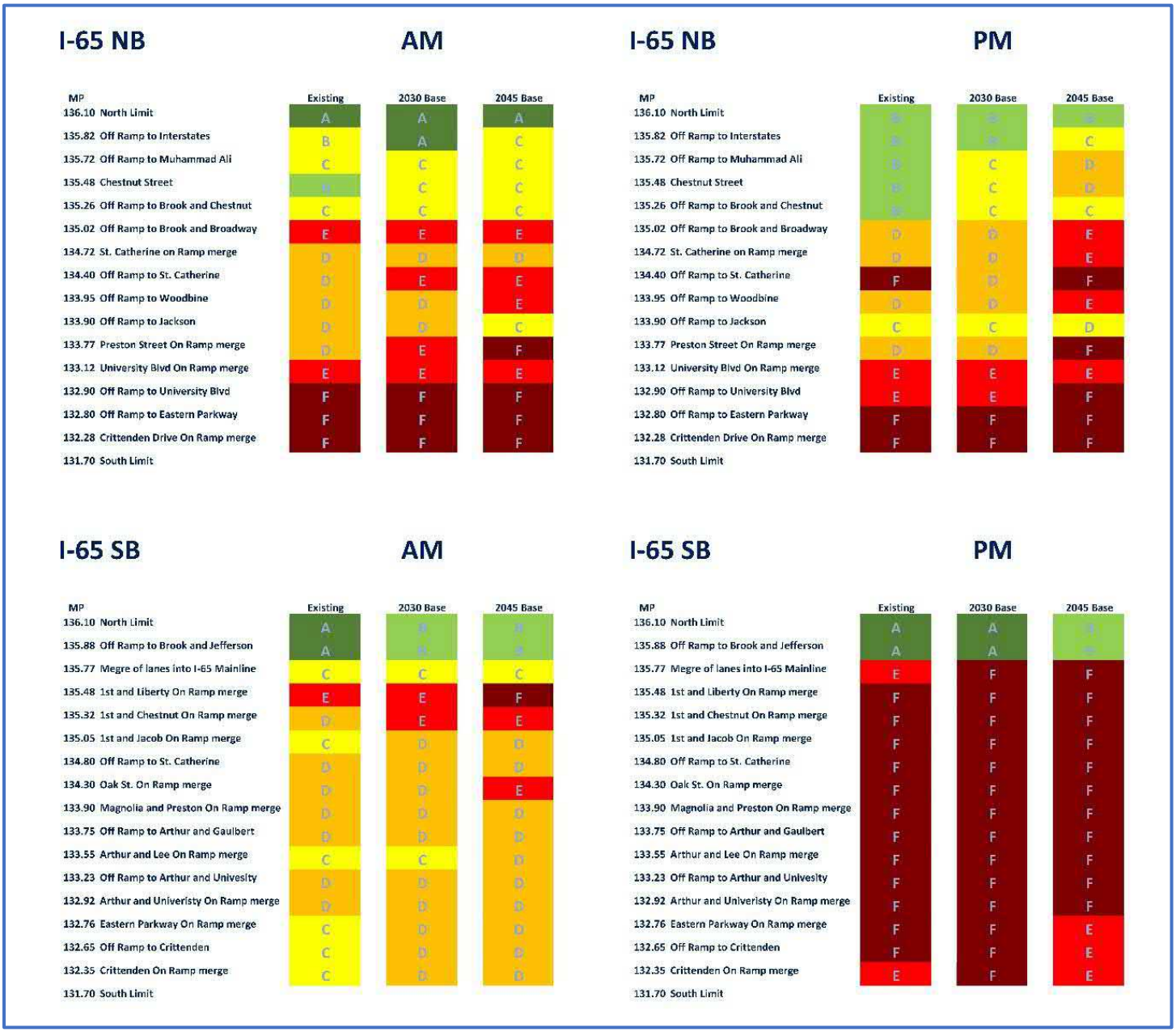

Figure 11 – LOS Baseline Comparison

When examining the tables in **Figure 11** and the LOS information in the maps that follow, there maybe be instances where the LOS improves from the existing to a future year. An example in Figure 11 is the LOS between MP 133.95 (Off Ramp to Woodbine) and MP 134.40 (Off Ramp to St. Catherine). Along this segment of I-65 Northbound in the PM Peak, the Existing (2020) LOS is F. For this same segment, the LOS is D in the Baseline 2030 PM scenario. If traffic forecasts were based entirely on a growth factor and no changes in the network were anticipated between 2020 and 2030, then it would be expected that the LOS would not improve, but our traffic analysis is more robust and considers socioeconomic changes and network changes (new projects). This is the benefit of utilizing traffic forecasts based on the KIPDA Travel Demand Model.

The AM and PM LOS along the I-65 corridor are summarized for the Existing year 2020, 2030 Baseline, and 2045 Baseline in in the following figures:

Figure 12 – LOS – Existing 2020 – AM
Figure 13 – LOS – Existing 2020 – PM
Figure 14 – LOS – 2030 Baseline – AM
Figure 15 – LOS – 2030 Baseline – PM
Figure 16 – LOS – 2045 Baseline – AM
Figure 17 – LOS – 2045 Baseline – PM

Existing 2020 Level of Service for AM and PM.

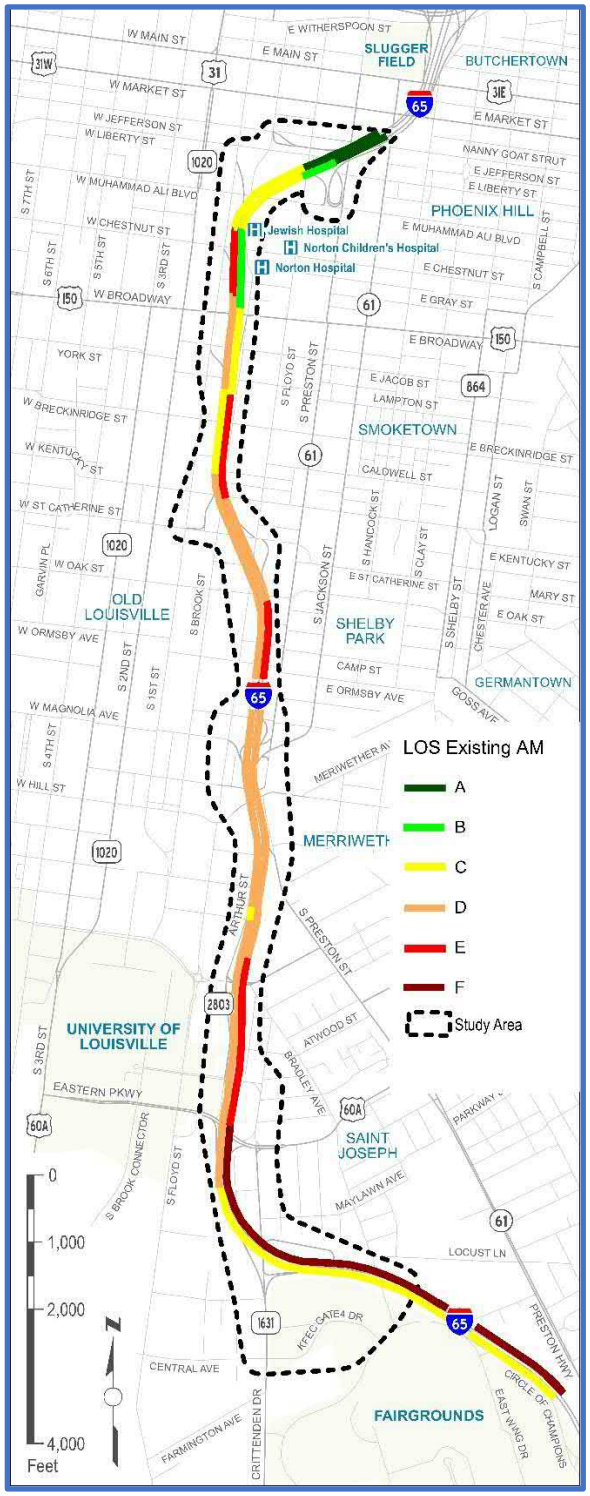

Figure 12 – 2020 Existing LOS AM

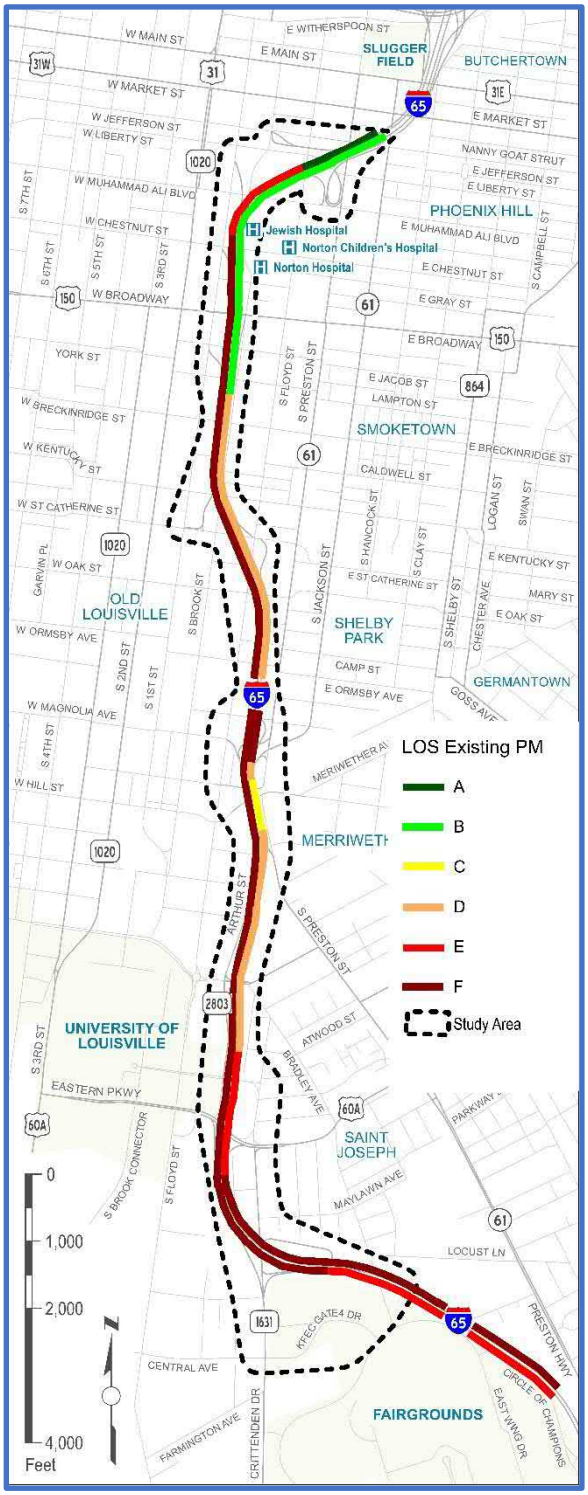

Figure 13 – 2020 Existing LOS PM

2030 Baseline Level of Service for AM and PM.

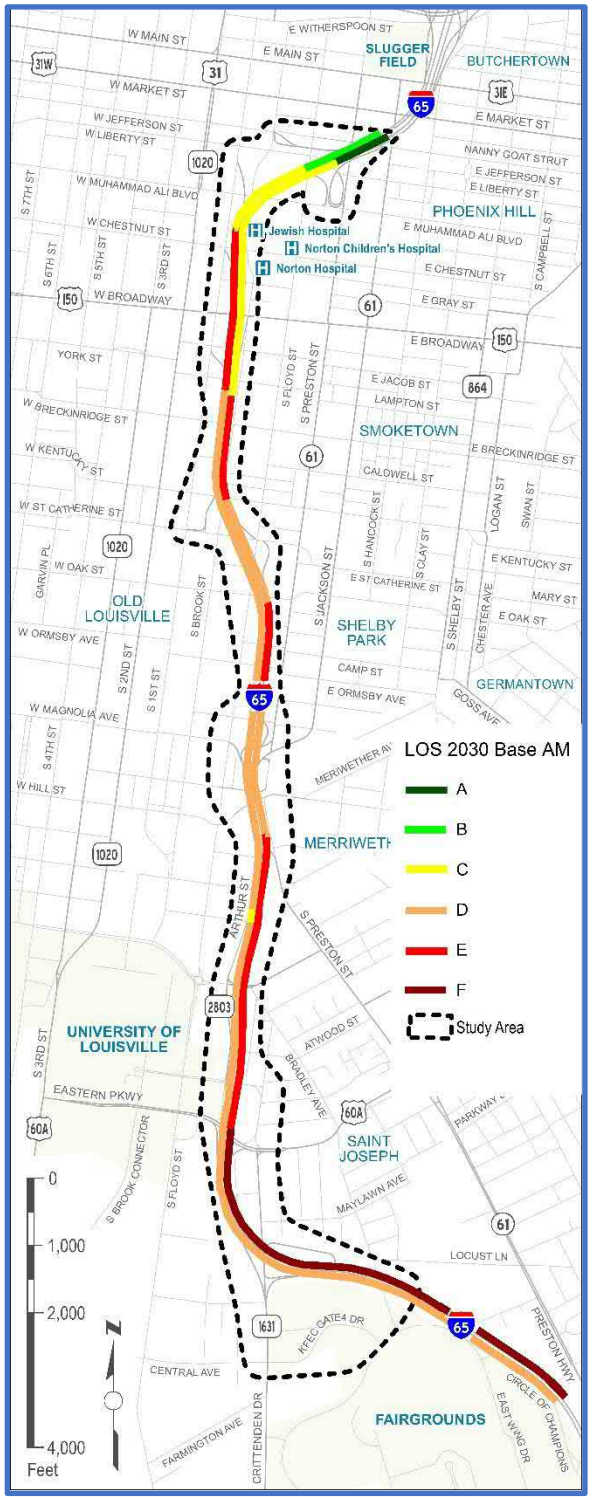

Figure 14 – 2030 Baseline LOS AM

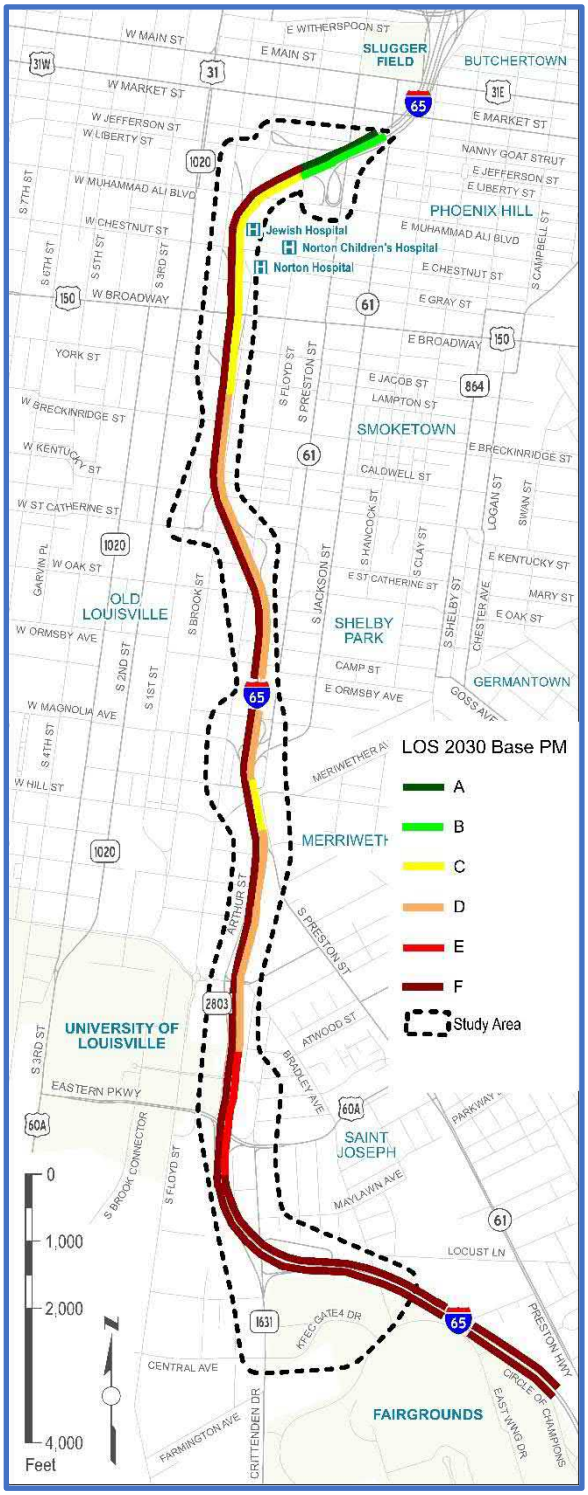

Figure 15 – 2030 Baseline LOS PM

2045 Baseline Level of Service for AM and PM.

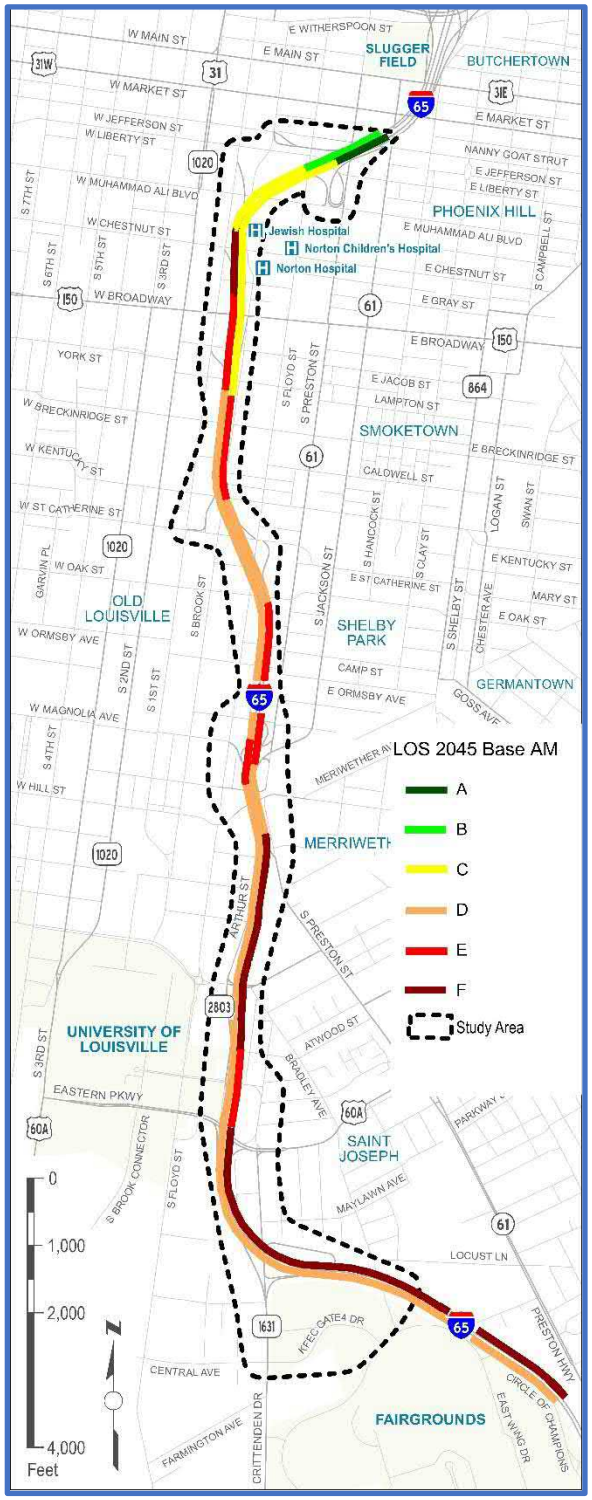

Figure 16 – 2045 Baseline LOS AM

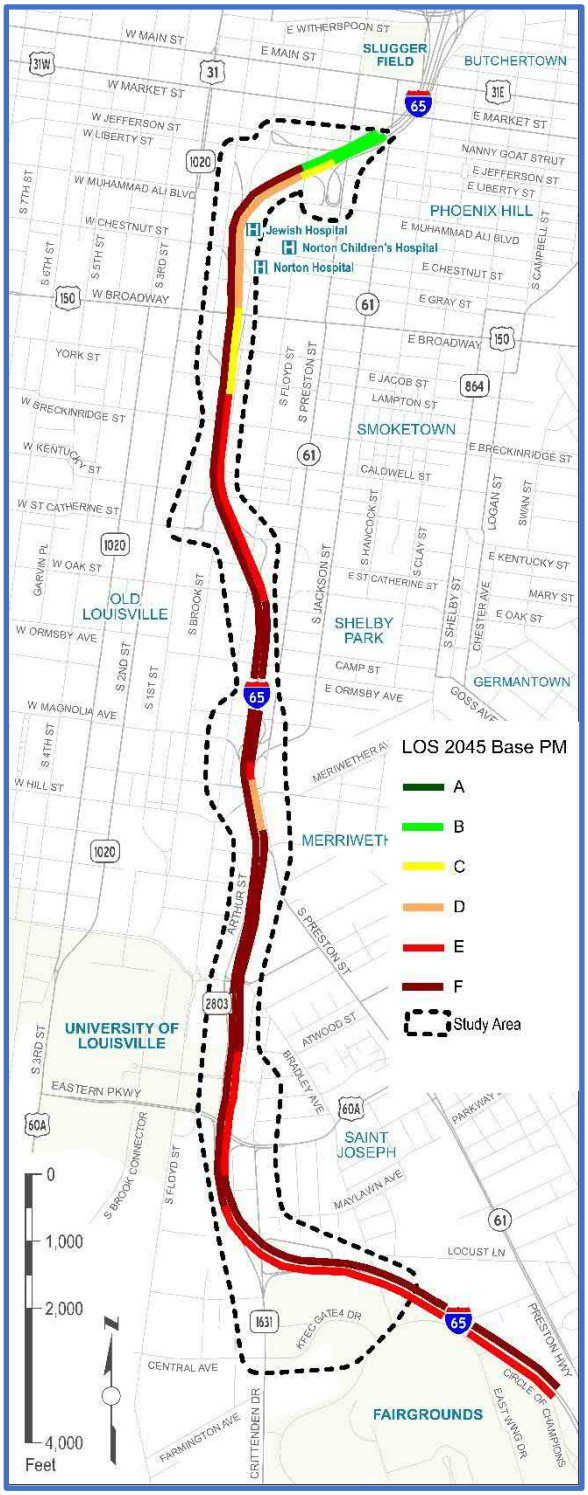

Figure 17 – 2045 Baseline LOS PM

C. TransModeler Results – Build Scenarios

For traffic modeling, the project team agreed to combine individual improvement concepts into one of five "buckets" for microsimulation. Concepts from earlier buckets are folded into later; i.e., Tier 2 includes Tier 1, Tier 3 includes Tiers 1 and 2, etc.

Tier 1: To be implemented with future maintenance activities.

No microsimulation modeling needed for Tier 1

A. Drainage Improvements
B. Striping Improvements
C. Signing Improvements
D. ITS Deployments

Tier 2: 2030 Modest Scenario

E. Striping at Preston Street on ramp
F. Close Boxley Ave at Crittenden Drive
H. T intersection of ramp to Eastern Parkway
J. T intersection of ramp to St. Catherine Street
K. Extend on ramp from St. Catherine Street
L. Close off Jacob Street from off ramp to Broadway
M. Widen ramp to Chestnut Street
N. Remove 1st Street ramp near Jacob Street
O. Lengthen/widen Crittenden ramp to I-65 NB (minimal)

Tier 3: 2030 Robust Scenario

G. Reconfigure Arthur Street
I. Reconfigure Woodbine/Jackson/Preston interchange
P/Q. Lengthen Crittenden ramp to I-65 NB (bridge widening or ROW)

Tier 4: 2045 Modest Scenario

S. Auxiliary lane NB between Crittenden Drive and University Blvd
U. Auxiliary lane NB between St. Catherine and Broadway exit
W. Widen ramp to Broadway

Tier 5. 2045 Robust Scenario

R. Extend Central Avenue to I-65
T. Add CD lane NB between Preston Street and exit to Jackson Street

Level of Service (LOS)

As with the baseline scenarios, the level of service outcomes were produced after (TransModeler) simulation batch (10 runs) for each scenario, AM and PM peak hours.

The figures listed below compare the TransModeler microsimulation LOS outputs for baselines and the various build scenarios of Tiers 2 – 5.

Figure 17 – LOS – I-65 NB - AM Comparison
Figure 18 – LOS – I-65 NB - PM Comparison
Figure 19 – LOS – I-65 SB - AM Comparison
Figure 20 – LOS – I-65 SB - PM Comparison

I-65 Northbound – AM
The LOS output below for I-65 northbound, AM peak, indicates no appreciable improvement in the LOS related to Tiers 2 and 3. Some improvements in LOS can be noticed with Tiers 4 and 5.

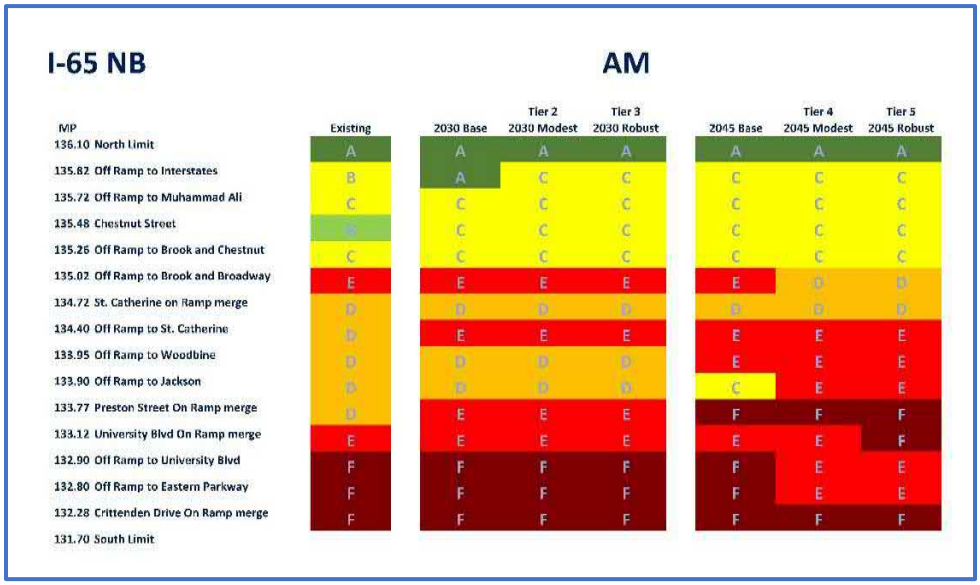

Figure 18 – LOS – I-65 NB - AM Comparison

I-65 Northbound – PM

The LOS output below for I-65 Northbound, PM peak, indicates no appreciable improvement in the LOS related to Tiers 2, 3, and 4. An improvement in LOS can be noticed with Tier 5.

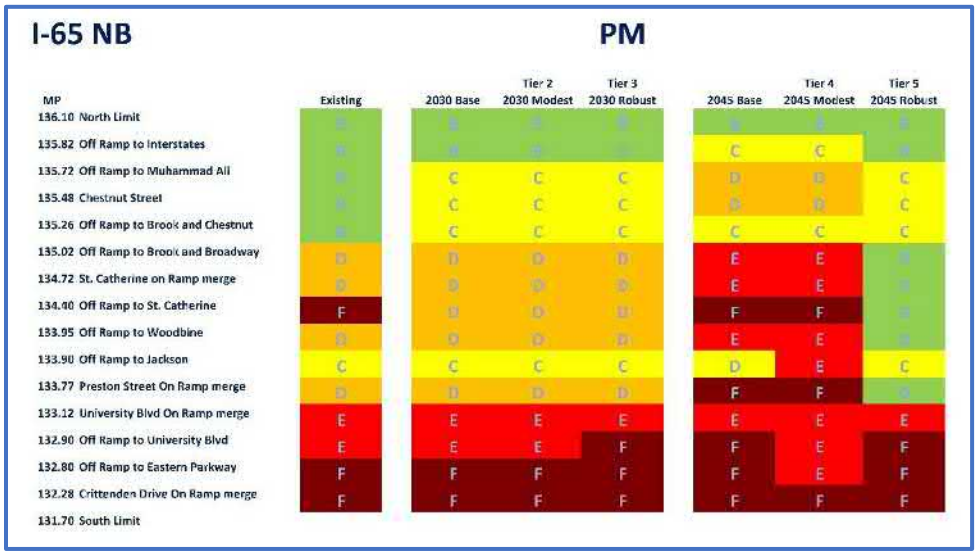

Figure 19 – LOS – I-65 NB - PM Comparison

I-65 Southbound – AM

The LOS output below for I-65 Southbound, AM peak, indicates no appreciable improvement in the LOS related to Tiers 2. An improvement in LOS can be noticed with Tiers 3, 4, and 5.

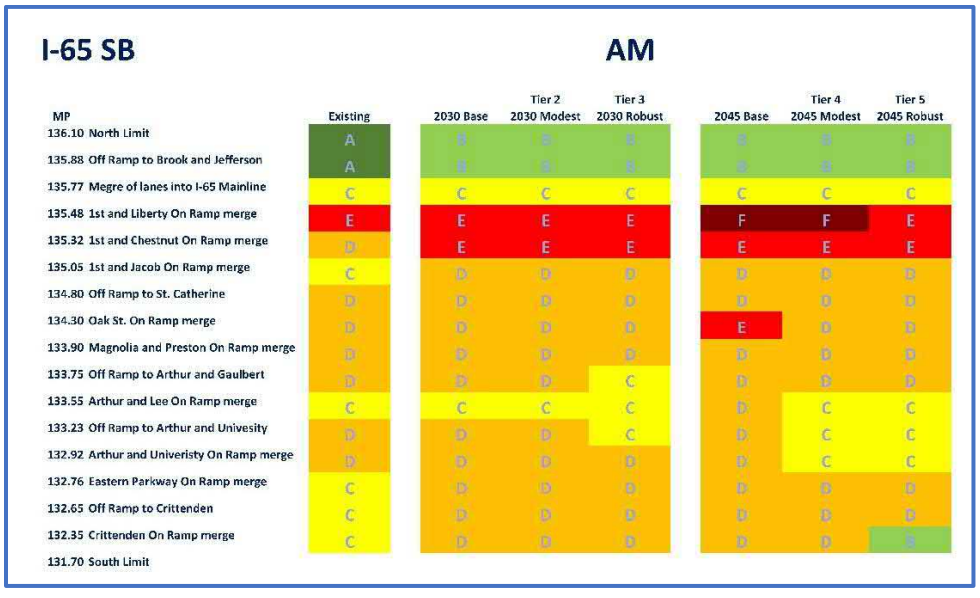

Figure 20 – LOS – I-65 SB - AM Comparison

I-65 Southbound – PM

The LOS output below for I-65 Southbound, PM peak, indicates little appreciable improvement in the LOS related to any Tiers. Some modest improvement in LOS is noticed with Tiers 3, 4, and 5.

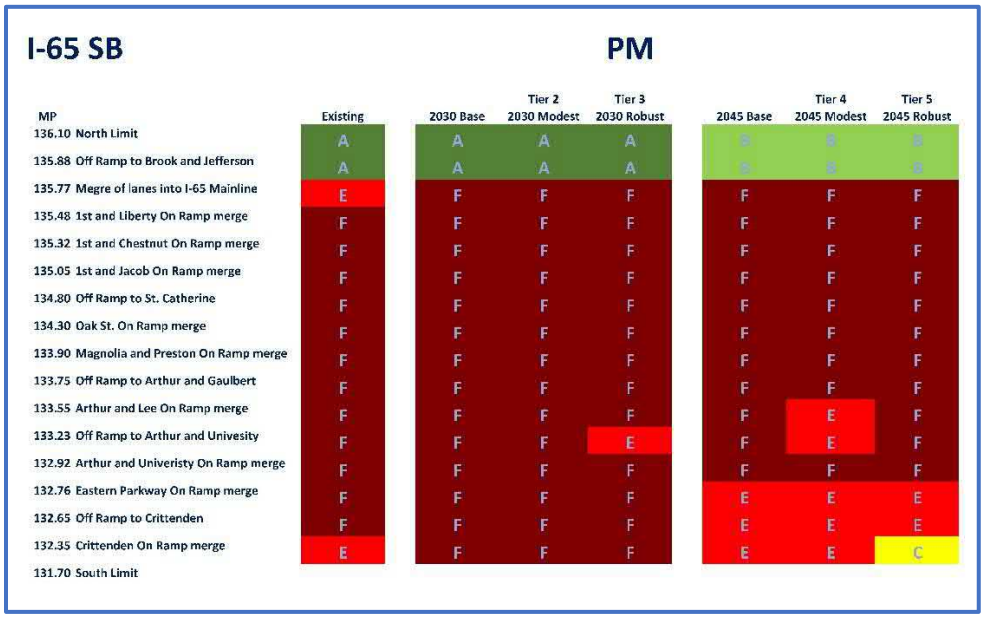

Figure 21 – LOS – I-65 SB - PM Comparison

The AM and PM LOS along the I-65 corridor are summarized on the following maps for the future years 2030 and 2045. Results are provided for each of the build scenarios represented as Tiers 2, 3, 4, and 5.

Figure 22 – LOS – 2030 AM Modest – Tier 2
Figure 23 – LOS – 2030 PM Modest – Tier 2

Figure 24 – LOS – 2030 AM Robust – Tier 3
Figure 25 – LOS – 2030 PM Robust – Tier 3

Figure 26 – LOS – 2045 AM Modest – Tier 4
Figure 27 – LOS – 2045 PM Modest – Tier 4

Figure 28 – LOS – 2045 AM Robust – Tier 5
Figure 29 – LOS – 2045 PM Robust – Tier 5

2030 Modest – Tier 2 - Level of Service for AM and PM.

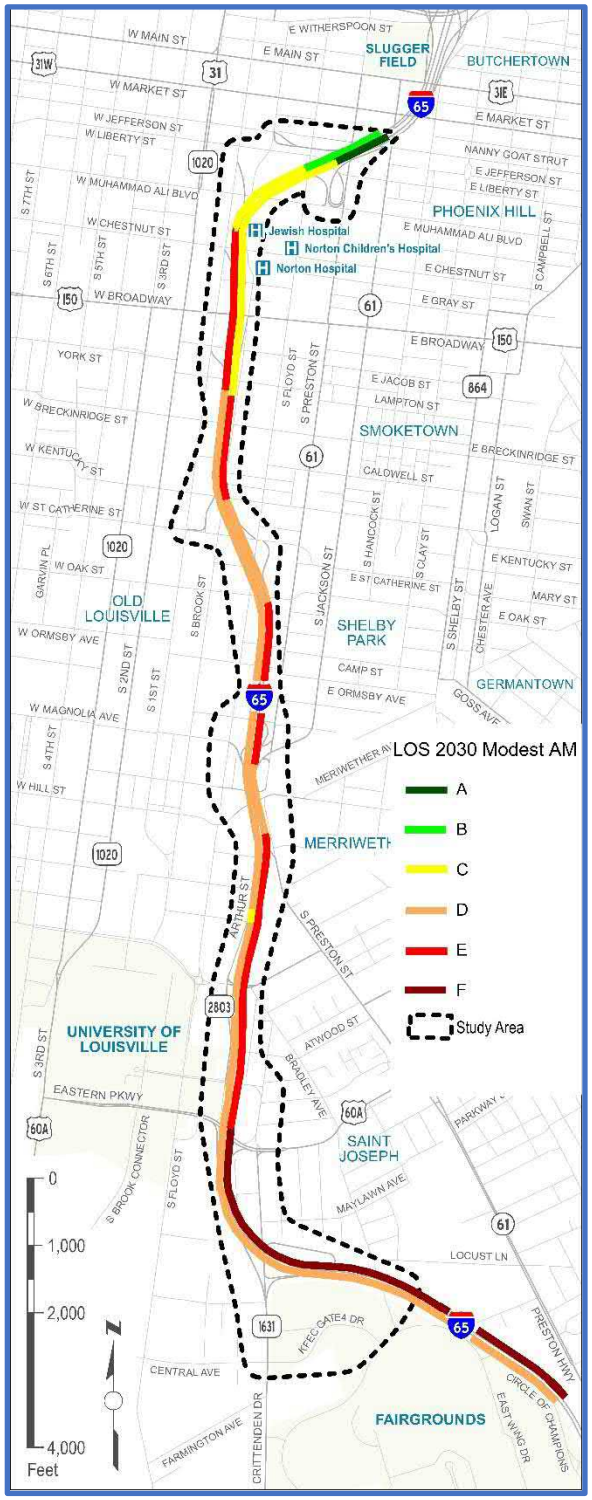

Figure 22 – LOS – 2030 AM Modest – Tier 2

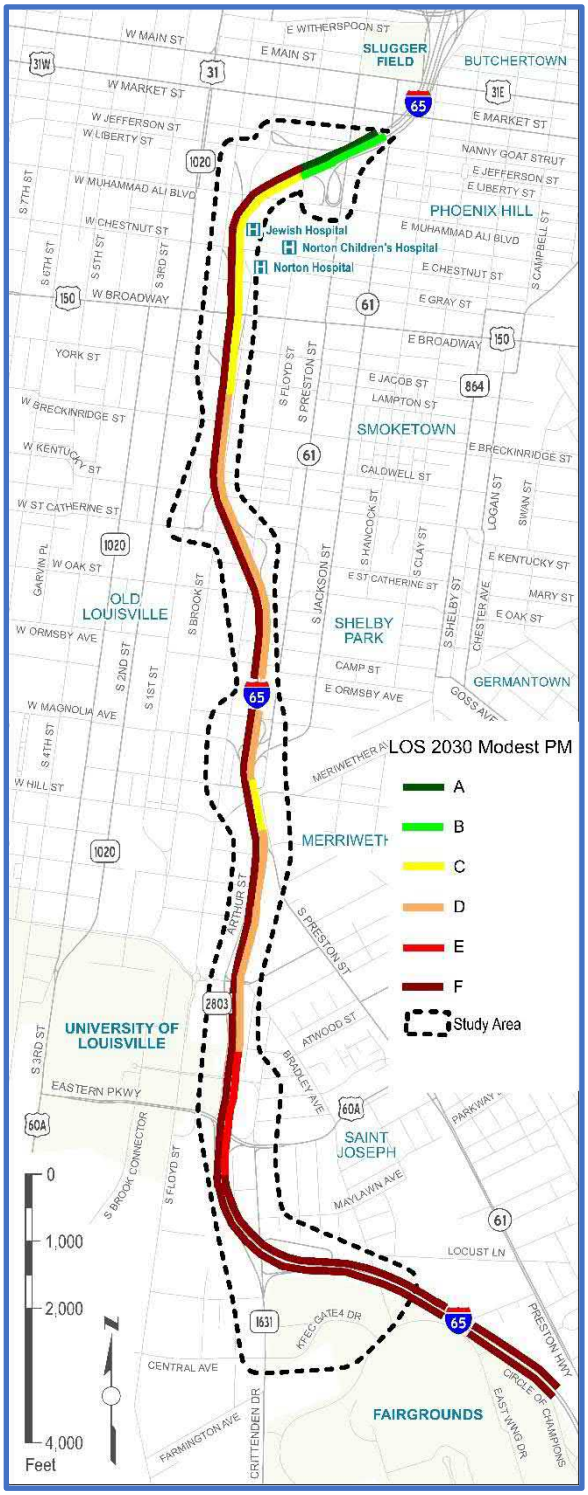

Figure 23 – LOS – 2030 PM Modest – Tier 2

2030 Robust – Tier 3 - Level of Service for AM and PM.

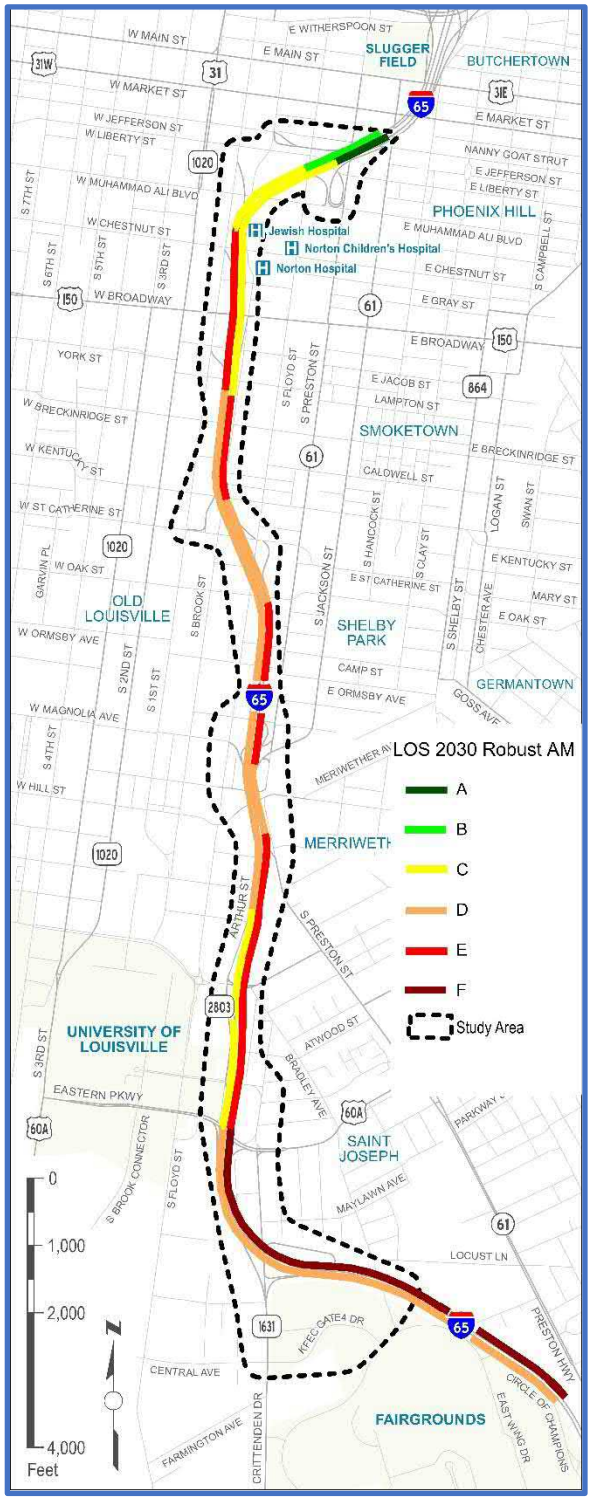

Figure 24 – LOS – 2030 AM Robust – Tier 3

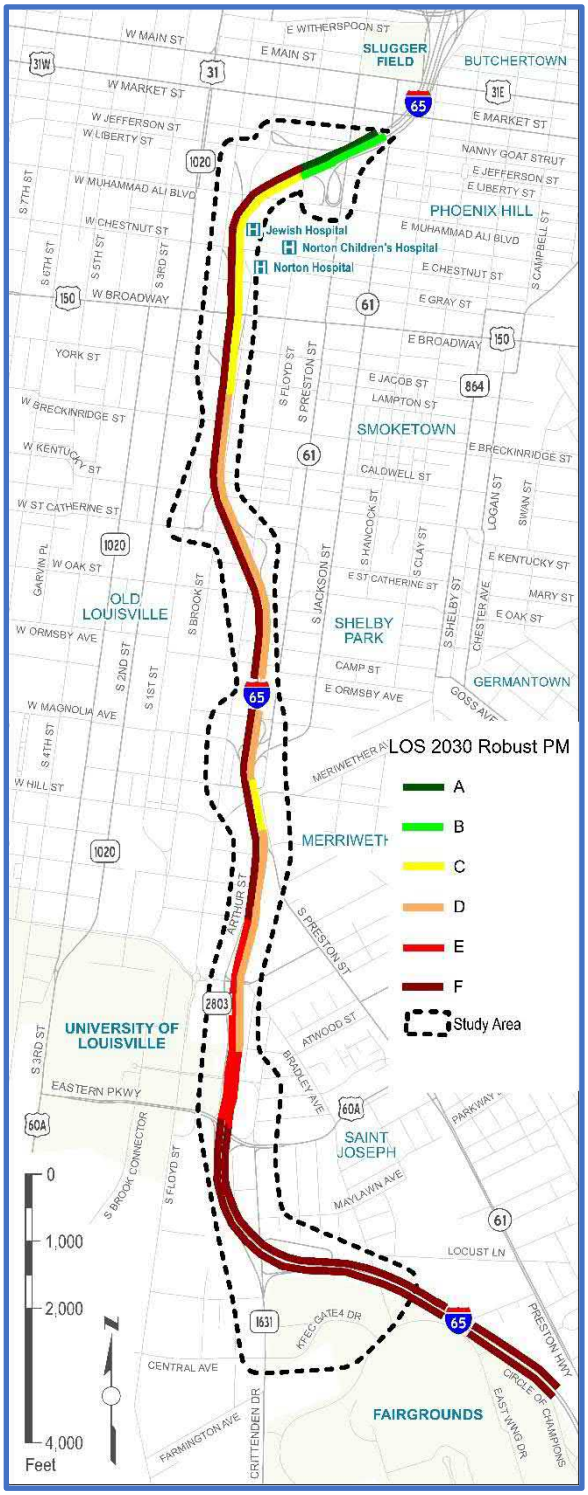

Figure 25 – LOS – 2030 PM Robust – Tier 3

2045 Modest – Tier 4 - Level of Service for AM and PM.

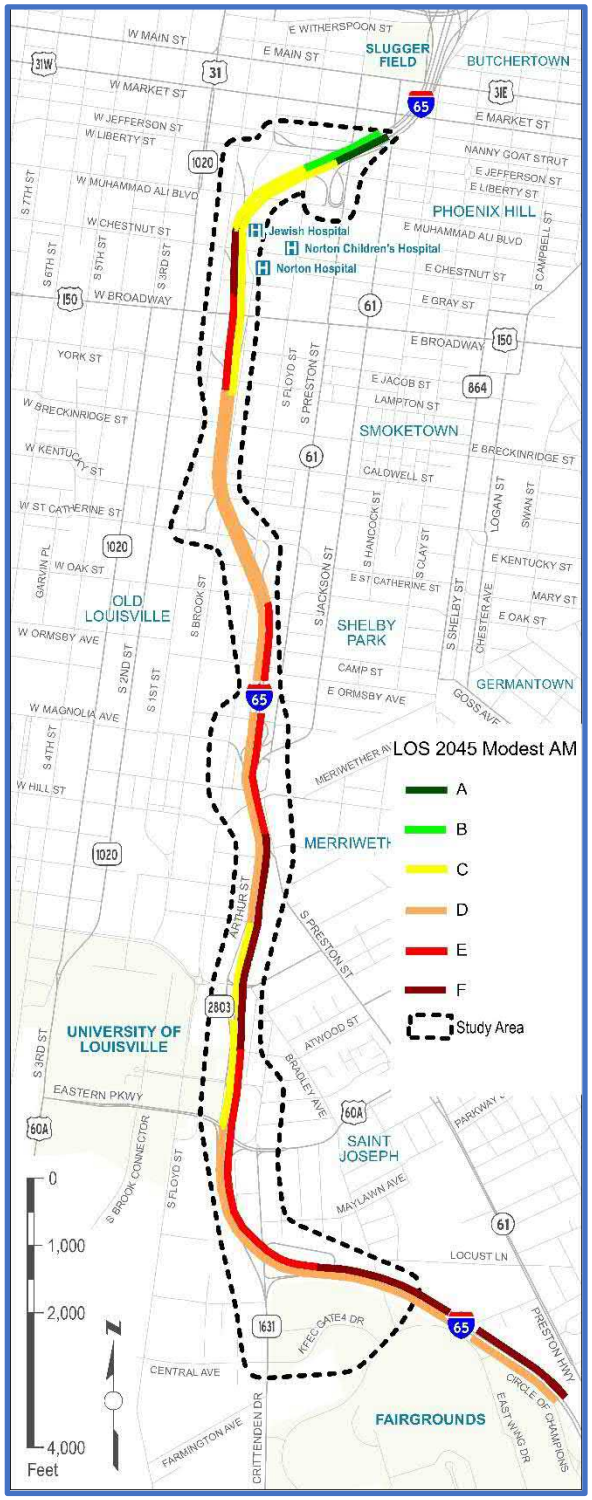

Figure 26 – LOS – 2045 AM Modest – Tier 4

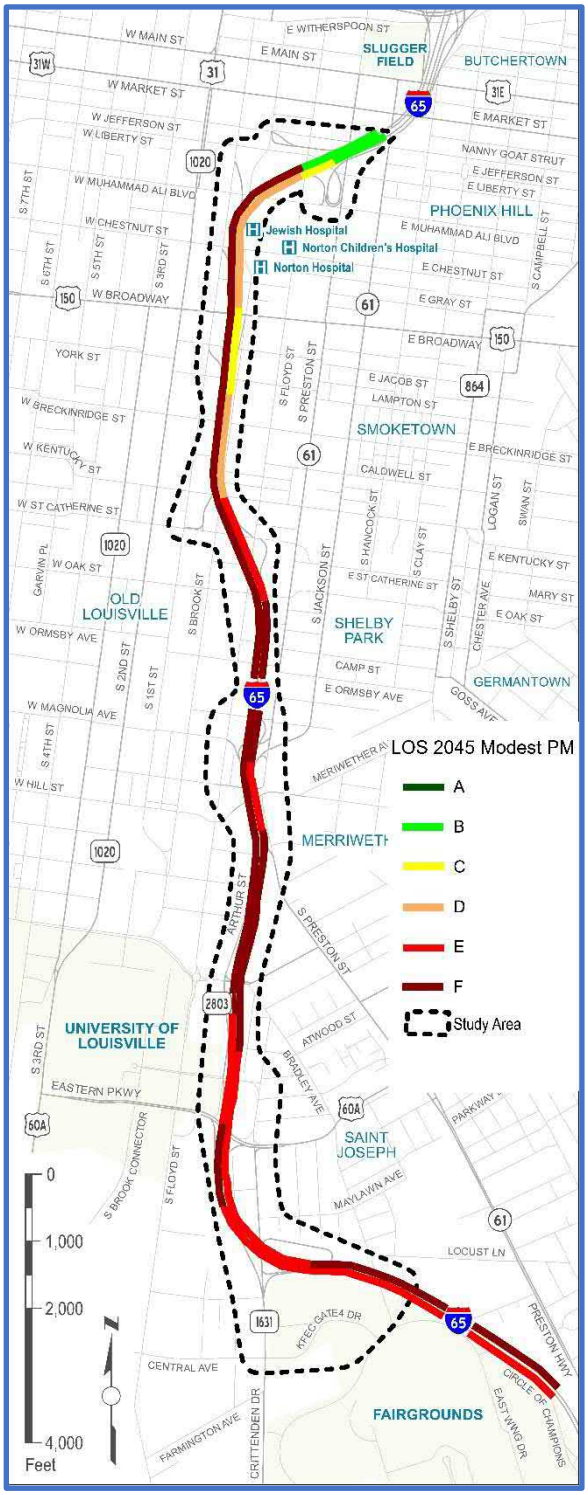

Figure 27 – LOS – 2045 PM Modest – Tier 4

2045 Robust – Tier 5 - Level of Service for AM and PM.

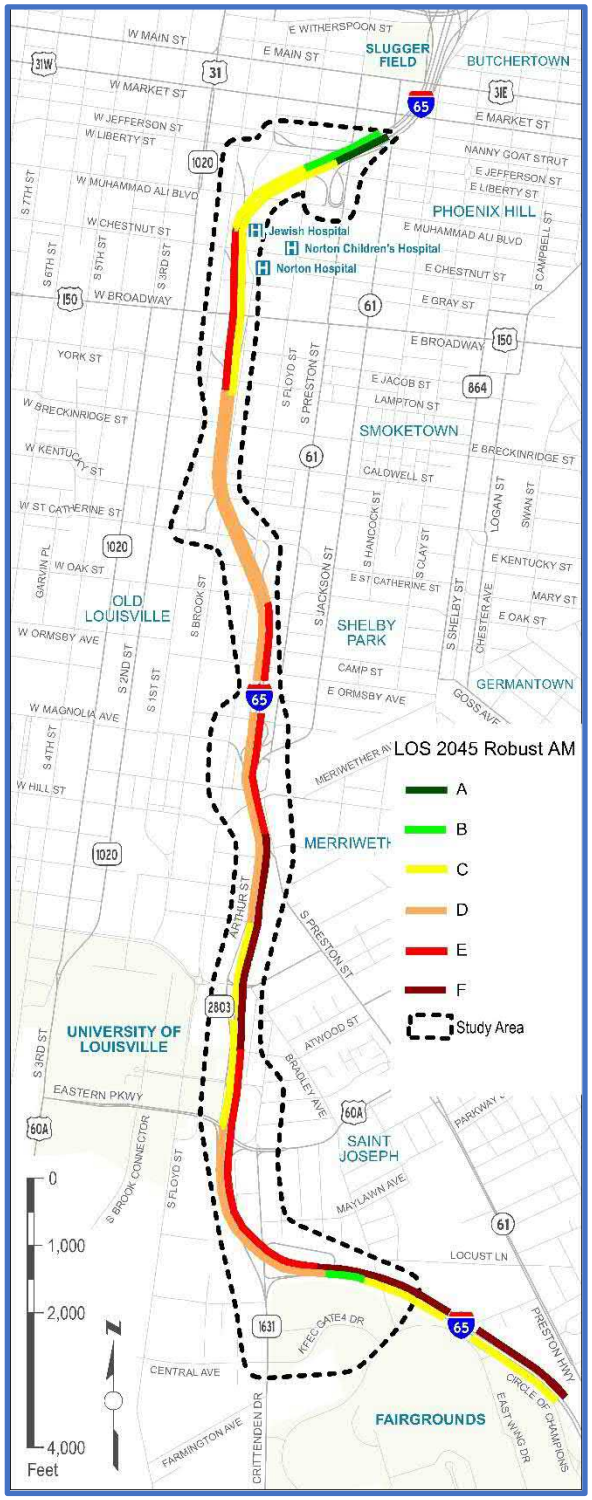

Figure 28 – LOS – 2045 AM Robust – Tier 5

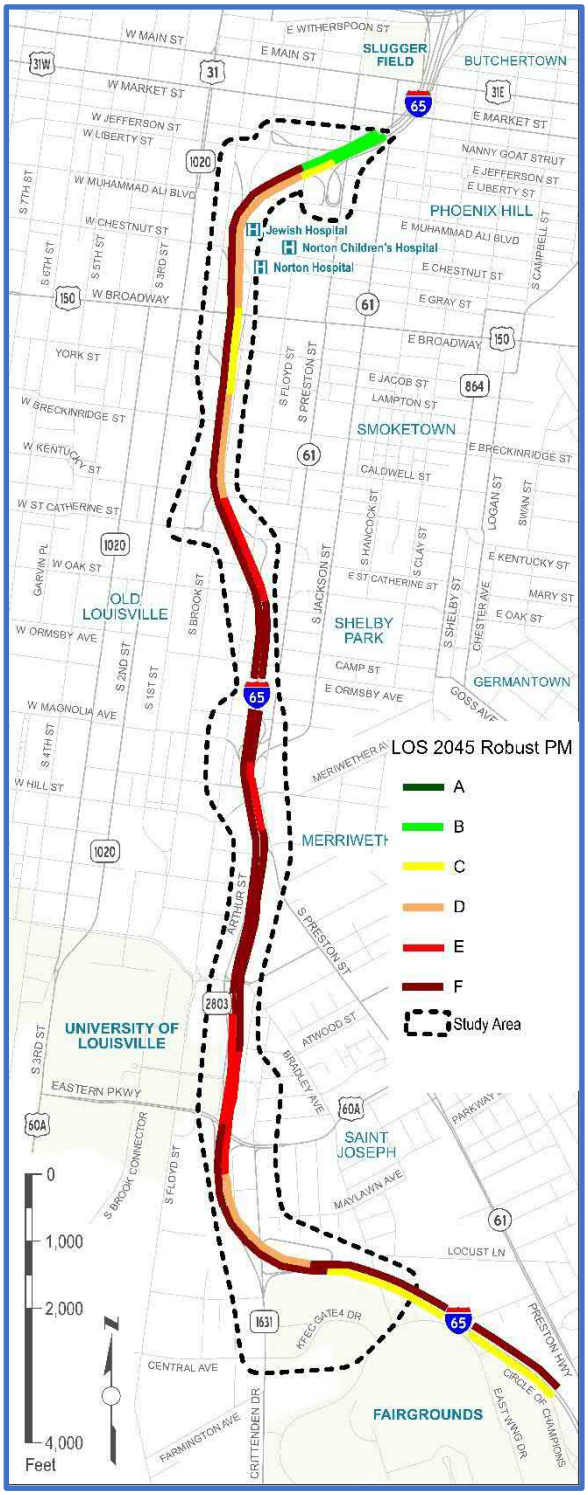

Figure 29 – LOS – 2045 PM Robust – Tier 5

Travel Time

Level of Service was the primary output from the traffic microsimulation modeling discussed during project team meetings. LOS was also the traffic metric provided to the stakeholders and to the public. The traffic microsimulation modeling provided other outputs that were examined and considered by the project team. Travel time and average speed were two other key metrics. To assist the project team in evaluating the improvmenet concpets, a beneift-cost analysis (BCA) was performed. The two key components of the BCA were crash reductions and travel time savings. For the BCA, travel times were analyzed for the 2045 Baseline, 2045 Modest (Tier 4), and 2045 Robust (Tier 5). The change in travel was then assigned a monetary value. This is dicussed in the Benefit Cost Analsysis section of this report. The tables that follow, show the travel time data, in seconds, from the TransModeler traffic microsimulation modeling.

Table 8 – 2045 AM Modest – Tier 4
Table 9 – 2045 PM Modest – Tier 4
Table 10 – 2045 AM Robust – Tier 5
Table 11 – 2045 PM Robust – Tier 5

2045 Modest **AM**

Direction	#	Area	Length (ft)	Length (mile)	2045 Existing Travel Time (sec)	2045 Modest Travel Time (sec)	Change in Travel Time (sec)
NB	1	South End to Crittenden Merge	3450	0.65	-	-	-
	2	Crittenden Merge to Preston Merge	7450	1.41	181.3	163.09	-18.21
	3	Preston Merge to Catherine Diverge	3210	0.61	72.83	71.51	-1.32
	4	Catherine Diverge to Broadway Diverge	3515	0.67	59.55	65.97	6.42
	5	Broadway Diverge to North End	4535	0.86	65.91	58.80	-7.11
SB	1	North End to Floyd/Magnolia Merge	10500	1.99	215.37	210.76	-4.61
	2	Floyd/Magnolia Merge to Eastern Merge	5960	1.13	125.68	111.81	-13.87
	3	Eastern Merge to Crittenden Merge	2280	0.43	19.84	16.95	-2.89
	4	Crittenden Merge to South End	3450	0.65	-	-	-

Table 8 – 2045 AM Modest – Tier 4

2045 Modest **PM**

Direction	#	Area	Length (ft)	Length (mile)	2045 Existing Travel Time (sec)	2045 Modest Travel Time (sec)	Change in Travel Time (sec)
NB	1	South End to Crittenden Merge	3450	0.65	-	-	-
	2	Crittenden Merge to Preston Merge	7450	1.41	167.15	152.21	-14.94
	3	Preston Merge to Catherine Diverge	3210	0.61	63.95	61.04	-2.91
	4	Catherine Diverge to Broadway Diverge	3515	0.67	53.29	60.83	7.54
	5	Broadway Diverge to North End	4535	0.86	60.36	54.77	-5.59
SB	1	North End to Floyd/Magnolia Merge	10500	1.99	344.46	335.50	-8.96
	2	Floyd/Magnolia Merge to Eastern Merge	5960	1.13	139.22	124.97	-14.25
	3	Eastern Merge to Crittenden Merge	2280	0.43	28.6	21.55	-7.05
	4	Crittenden Merge to South End	3450	0.65	-	-	-

Table 9 – 2045 PM Modest – Tier 4

2045 Robust **AM**

Direction	#	Area	Length (ft)	Length (mile)	2045 Modest Travel Time (sec)	2045 Robust Travel Time (sec)	Change in Travel Time (sec)
NB	1	South End to Crittenden Merge	3450	0.65	-	-	-
	2	Crittenden Merge to Preston Merge	7450	1.41	163.09	155.04	-8.05
	3	Preston Merge to Catherine Diverge	3210	0.61	71.51	69.45	-2.06
	4	Catherine Diverge to Broadway Diverge	3515	0.67	65.97	62.04	-3.93
	5	Broadway Diverge to North End	4535	0.86	58.8	56.82	-1.98
SB	1	North End to Floyd/Magnolia Merge	10500	1.99	210.76	210.64	-0.12
	2	Floyd/Magnolia Merge to Eastern Merge	5960	1.13	111.81	113.03	1.22
	3	Eastern Merge to Crittenden Merge	2280	0.43	16.949	20.97	4.02
	4	Crittenden Merge to South End	3450	0.65	-	-	-

Table 10 – 2045 AM Robust – Tier 5

2045 Robust **PM**

Direction	#	Area	Length (ft)	Length (mile)	2045Modest Travel Time (sec)	2045 Robust Travel Time (sec)	Change in Travel Time (sec)
NB	1	South End to Crittenden Merge	3450	0.65	-	-	-
	2	Crittenden Merge to Preston Merge	7450	1.41	152.21	142.94	-9.27
	3	Preston Merge to Catherine Diverge	3210	0.61	61.04	60.99	-0.05
	4	Catherine Diverge to Broadway Diverge	3515	0.67	60.83	58.21	-2.62
	5	Broadway Diverge to North End	4535	0.86	54.77	53.87	-0.90
SB	1	North End to Floyd/Magnolia Merge	10500	1.99	335.5	336.91	1.41
	2	Floyd/Magnolia Merge to Eastern Merge	5960	1.13	124.97	126.32	1.35
	3	Eastern Merge to Crittenden Merge	2280	0.43	21.55	27.35	5.80
	4	Crittenden Merge to South End	3450	0.65	-	-	-

Table 11 – 2045 PM Robust – Tier 5

TransModeler traffic volume inputs for all future year microsimulations are inlcuded in **Appednix J.**

Digital copies of the TransModeler models used in this analysis along with outputs have been provided to both KIPDA and KYTC.

Appendix A

Historic Traffic Counts

KYTC COUNT DATA										
Route	**Stn**	**RSE**	**BMP**	**EMP**	**Year**	**ADT**	**%Truck**	**K**	**D**	
I-65 Mainline	056787	056-I -0065 -000	130.71	132.89	2019	132885	7.898	8.5	61	
I-65 Mainline	056P99	056-I -0065 -000	132.89	135.195	Feb-20	125417	13.559	8.5	56	
I-65 Mainline	056M36	056-I -0065 -000	135.195	136.357	2012	84001	13.559	8.2	57	
Ramp: NB on from Crittenden	056R30	056-I -0065 -643	0	0.296	2018	2195		18.4		
Ramp: SB on from Crittenden	056R31	056-I -0065 -641	0	0.23	No data					
Ramp: SB off to Crittenden (132)	056R29	056-I -0065 -631	0	0.243	2018	5496				
Ramp: NB off to Eastern (132)	056R27	056-I -0065 -711	0	0.103	2018	2596		12.6	59	
Ramp: SB on from Eastern	056R28	056-I -0065 -741	0	0.193	2018	3375		12.1	59	
Ramp: SB on from University	056R25	056-I -0065 -841	0	0.128	2018	4082		14.7		
Ramp: NB off to University (133)	056V87	056-I -0065 -811	0	0.127	2018	4608		11		
Ramp: NB on from University	056R24	056-I -0065 -821	0	0.094	2018	3481		11.8		
Ramp: SB off to Arthur (133)	056R23	056-I -0065 -831	0	0.083	2018	2880		10.9		
Ramp: SB on from Arthur	056K18	056-I -0065 -941	0	0.026	2018	3083		19.4	100	
Ramp: SB off to Arthur (134)	056K19	056-I -0065 -942	0	0.051	2018	8116		11.6	100	
Ramp: SB on from Preston	056K16	056-I -0065 -942	0	0.082	2018	5523		11.9	100	
Ramp: NB off to Preston (134A)	056K20	056-I -0065 -162	0	0.102	2019	8916		14	53	
Ramp: SB on from Floyd/Preston	056K21	056-I -0065 -171	0	0.136	2019	2668		16.8	59	
Ramp: SB on from Preston	056V85	056-I -0065 -172	0	0.11	2019	5634		16.4		
Ramp: NB off to Woodbine (134B)	056K25	056-I -0065 -161	0	0.145	2019	1054		18.2	59	
Ramp: SB on from Oak	056S81	056-I -0065 -281	0	0.138	2018	3771		10.1	100	
Ramp: NB off to Catherine (135)	056K27	056-I -0065 -251	0	0.192	2017	9859		10.3	100	
Ramp: NB on from Catherine	056K28	056-I -0065 -261	0	0.148	2018	5074		11.7	100	
Ramp: SB off to Catherine (135)	056S82	056-I -0065 -271	0	0.212	2017	8405		11.2	100	
Ramp: SB on from First	056R08	056-I -0065 -381	0	0.126	2018	6940		14.4	55	
Ramp: NB off to Brook/Jacob (136A)	056R07	056-I -0065 -351	0	0.192	2018	9304		12.9	100	
Ramp: NB off Chestnut (136B)	056R09	056-I -0065 -361	0	0.167	2017*	8049		11.3	55	Detailed count from Melissa shows 12,578 ADT in 2017 instead
Ramp: SB on from First/Chestnut	056R10	056-I -0065 -372	0	0.13	2017*	4639		10.9	55	Detailed count from Melissa shows 7,250 ADT in 2017 instead
Ramp: SB on from First/Liberty	056R11	056-I -0065 -371	0	0.202	2017	6889		9.1	55	
Ramp: NB off to Muhammad Ali (136C)	056R12	056-I -0065 -451	0	0.138	2019	4562		20	100	
Ramp: NB on from Ali/Preston/Liberty	056R13	056-I -0065 -461	0	0.444	2019	7170		17.6	100	
Ramp: SB off to Brook/Jefferson (136C)	056R14	056-I -0065 -471	0	0.248	2019	14361		17.3	100	
Crittenden	056968	056-KY-1631 -000	1.335	1.582	Feb-20	10190	8.81	8.5	56	
Crittenden	056W49	056-CS-1040F -0(	0.185	0.368	2018	7894		8.5	60	
Univeristy	056T34	056-CS-1233F -0(	0	0.339	2015	12106		7.4	55	
Arthur	056969	056-KY-2803 -000	0	0.276	2017*	3053		11.2	100	
Brandeis	056W70	056-CS-1266G -0(	0.162	0.258	2015	9692		9.2	55	
Arthur	056T28	056-KY-0061 -002	10.652	11.352	Feb-20	7123	9.42	9.4	100	
Burnett	056L99	056-CS-1259F -0(	0.191	0.55	2012	8063		7.8		
Preston	056K18	056-KY-0061 -003	11.352	11.524	Data is repeat of K18 ramp					
Oak	056M65	056-CS-1016G -0(	0	0.657	2015	8872		8	55	
Catherine	056M58	056-CS-1022G -0(	1.226	1.317	2014*	4034		8.3	100	August 2020 count: 3476
Floyd	056M80	056-CS-1003F -0(	0.712	1.911	2017	6128		11.2	56	
Brook	056K48	056-CS-1006F -0(	2.575	3.114	Feb-20	15510				
First	056S05	056-CS-1002F -0(	0	0.722	2013	5684		14.1	100	
Jefferson	056K67	056-CS-1014B -0(	0	1.05	Mar-20	7327		13.5		
Chestnut	056M74	056-CS-1071G -0(	0	0.757	2013	9713		9.4	100	
First	056N79	056-CS-1002F -0(	0.722	2.347	2015	3295		9.7	55	
Preston	056K17	056-KY-0061 -000	10.455	10.955	Feb-20	8010	4.908	9.8	76	
M Ali	056S15	056-CS-1048G -0(	0.613	1.038	Mar-20	8019			100	
Eastern	56960	056-US-0060A -0(	3.943	4.55	Jan-20	21534				

Qk4 Turning Movement Count Data											
	NS Street	**EW Street**	**Year**	**SB ADT**	**SB %T**	**WB ADT**	**WB %T**	**NB ADT**	**NB T%**	**EB ADT**	**EB %T**	
	Crittenden	Central	2017	10100	0.061	1100	0.082	10400	0.062	9500	0.061	Tab
	Crittenden	Eastern	2016	3700	0.035	12300	0.024	6000	0.033	10200	0.024	Tab
	Floyd	University	2020	5600	0.076	7000	0.036	3900	0.026	1700	0.033	Tab
	Arthur	Brandeis	2019	6800	0.021	1300	0.012	-	-	4100	0.020	Tab
	Bradley	Brandeis	2019	-	-	-	-	2000	0.030	6800	0.016	Tab
	Floyd	Hill	2013	-	-	4600	0.05502	3100	0.060	5400	0.057	Tab
	Floyd	Oak	2016	3300	0.036	-	-	1700	0.034	9500	0.050	Tab
	Preston	Catherine	2017	7900	0.044	5400	0.037	-	-	-	-	Tab
	Brook	Catherine	2012	500	0.073	8700	0.049	2900	0.039	12100	0.048	Tab
	First	Catherine	2011	3800	0.051	13100	0.041	600	0.020	-	-	Tab
	Brook	Kentucky	2012	500	0.101	-	-	3400	0.033	8700	0.039	Tab
	First	Kentucky	2016	3200	0.048	-	-	1900	0.035	7900	0.036	Tab
	Brook	Breckinridge	2016	200	0.046	8600	0.034	2700	0.033	-	-	Tab
	Floyd	Broadway	2015	4400	0.048	13800	0.028	2800	0.029	17200	0.032	Tab
	First	Broadway	2014	10600	0.025	15600	0.034	-	-	20100	0.035	Tab
	Second	Chestnut	2018	8500	0.015	-	-	12100	0.020	11800	0.034	Tab
	Second	M Ali	2018	9400	0.024	10900	0.028	11400	0.024	-	-	Tab
	First	M Ali	2015	16000	0.024	-	-	-	-	8700	0.035	Tab
	Preston	M Ali	2019	18500	0.032	12300	0.036	-	-	-	-	Tab
	First	Liberty	2015	14200	0.046	-	-	-	-	9500	0.036	tab
	Brook	Liberty	2016	-	-	-	-	13500	0.033	9500	0.040	Tab
	Jackson	Liberty	2019	-	-	-	-	3600	0.046	4500	0.033	Tab
	Jackson	Jefferson	2019	-	-	7000	0.033	3300	0.060	-	-	Tab
	Preston	Jefferson	2019	7400	0.042	8000	0.043	-	-	-	-	Tab
	Floyd	Jefferson	2016	5200	0.025	9200	0.050	1700	0.027	-	-	Tab
	First	Jefferson	2015	9400	0.049	20200	0.032	-	-	-	-	Tab
	Crittenden	SB Ramps	Sep-20	5800	0.034	-	-	11200	0.064	-	-	Tab
	Arthur	University	Sep-20	4700	0.031	5100	0.041	-	-	3800	0.047	Tab
	NB Ramps	University	Sep-20	-	-	4500	0.044	3800	0.037	3800	0.052	Tab
	Arthur/SB Rar	Eastern	Sep-20	1400	0.030	4800	0.029	-	-	7500	0.026	Tab

Sta ID: 56787
Sta Type: Full Coverage
Map:
District: 5
County: Jefferson
Route: 056-I -0065 -000
Route Des I-65
Begin MP: 130.71
Begin Des(I 264
End Mp: 132.89
End Desc: US 60 A (WAS STA I55)
Impact Year:
Year Added:
AADT: 132885
Year: 2019
% Single: 3.603
% Combo: 4.295
K Factor: 8.5
D Factor: 61

Year	AADT
2020	
2019	132885
2018	
2017	121888
2016	
2015	123030
2014	
2013	121223
2012	125421
2011	130000
2010	130000
2009	123000
2008	141000
2007	152000
2006	159000
2005	141000
2004	
2003	137000
2002	136000
2001	127000
2000	121000
1999	118000
1998	130000
1997	126000
1996	132000
1995	128000
1994	128000
1993	121000
1992	114000
1991	110000

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for10/09/201 through 10/16/2019

Site names: 056787
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -000 @ 131.100 From: I 264 To: US 60 A (WAS STA

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Oct 6, 2019			Mon, Oct 7, 2019			Tue, Oct 8, 2019			Wed, Oct 9, 2019			Thu, Oct 10, 2019			Fri, Oct 11, 2019			Sat, Oct 12, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00													1,714	714	1,000	1,972	887	1,085	2,620	1,076	1,544
01:00													1,212	550	662	1,362	614	748	1,787	823	964
02:00													1,095	578	517	1,213	590	623	1,315	564	751
03:00													1,494	857	637	1,577	828	749	1,291	541	750
04:00													2,203	1,332	871	2,401	1,404	997	1,878	1,028	851
05:00													4,122	2,298	1,824	4,121	2,212	1,909	2,432	1,232	1,200
06:00													7,432	4,617	2,815	7,085	4,381	2,704	3,082	1,639	1,443
07:00													9,847	5,667	4,180	9,698	5,605	4,093	3,343	1,601	1,742
08:00													9,062	5,395	3,667	8,308	4,725	3,583	4,630	2,500	2,130
09:00													7,771	4,099	3,672	7,966	4,039	3,927	5,730	3,067	2,663
10:00													7,885	3,651	4,234	7,975	3,787	4,188	6,523	3,213	3,310
11:00													8,209	3,572	4,637	8,182	3,697	4,485	7,276	3,526	3,750
12:00													8,595	3,944	4,651	9,046	3,991	5,055	7,697	3,836	3,861
13:00													8,429	3,862	4,567	9,045	3,842	5,203	7,602	3,737	3,865
14:00													9,504	4,166	5,338	10,074	4,078	5,996	7,510	3,442	4,068
15:00													10,590	4,177	6,413	10,676	4,190	6,486	7,721	3,406	4,315
16:00													11,184	4,339	6,845	10,902	4,258	6,644	7,505	3,618	3,887
17:00										10,983	4,535	6,448	11,045	4,539	6,506	10,587	4,499	6,088	7,313	3,680	3,633
18:00										8,243	3,761	4,482	8,258	3,471	4,787	8,262	3,898	4,364	6,736	3,502	3,234
19:00										5,894	2,325	3,569	6,579	2,659	3,920	6,436	2,544	3,892	5,742	2,786	2,956
20:00										4,867	1,783	3,084	5,442	2,203	3,239	5,272	2,092	3,180	4,868	2,358	2,510
21:00										4,291	1,713	2,578	4,829	1,987	2,842	4,592	1,963	2,629	4,696	2,178	2,518
22:00										4,308	1,490	2,818	4,055	1,695	2,360	4,872	1,962	2,910	3,882	1,851	2,031
23:00										2,922	985	1,937	2,946	1,231	1,715	4,471	1,455	3,016	3,250	1,554	1,696
Total										41,508	16,592	24,916	153,502	71,603	81,899	156,095	71,541	84,554	116,430	56,758	59,672
AM Peak Vol													9,847	5,667	4,637	9,698	5,605	4,485	7,276	3,526	3,750
AM Peak Fct													1	1	1	1	1	1	1	1	1
AM Peak Hr													7: 00	7: 00	11: 00	7: 00	7: 00	11: 00	11: 00	11: 00	11: 00
PM Peak Vol													11,184	4,539	6,845	10,902	4,499	6,644	7,721	3,836	4,315
PM Peak Fct													1	1	1	1	1	1	1	1	1
PM Peak Hr													16: 00	17: 00	16: 00	16: 00	17: 00	16: 00	15: 00	12: 00	15: 00
Seasonal Fct										.968	.968	.968	.968	.968	.968	.968	.968	.968	.968	.968	.968
Daily Fct										1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Axle Fct										.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500
Pulse Fct										2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000

Created 09/23/2020 10:29 AM ROAD AADT 132,885 NDIR AADT 70,144 PDIR AADT 62,742 DV03S: Page 1 of 2

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for10/09/201 through 10/16/2019

Site names: 056787
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -000 @ 131.100 From: I 264 To: US 60 A (WAS STA

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Oct 13, 2019			Mon, Oct 14, 2019			Tue, Oct 15, 2019			Wed, Oct 16, 2019			Thu, Oct 17, 2019			Fri, Oct 18, 2019			Sat, Oct 19, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00	2,314	1,105	1,209	1,529	739	790	1,571	741	830	1,523	705	818									
01:00	1,526	697	829	1,043	521	522	1,085	541	544	1,205	569	636									
02:00	1,153	491	662	768	387	381	1,064	587	477	1,047	566	481									
03:00	1,040	423	617	883	424	459	1,337	776	561	1,195	634	561									
04:00	956	395	561	1,595	852	743	2,251	1,362	889	2,070	1,241	829									
05:00	1,253	611	642	3,606	1,931	1,675	4,100	2,302	1,798	4,209	2,383	1,826									
06:00	1,843	1,039	804	6,655	4,093	2,562	7,437	4,693	2,744	7,329	4,641	2,688									
07:00	2,125	979	1,146	9,592	5,567	4,025	9,071	4,978	4,093	9,656	5,485	4,171									
08:00	2,960	1,483	1,477	8,607	5,168	3,439	8,719	5,041	3,678	9,066	5,418	3,648									
09:00	4,046	2,120	1,926	7,495	3,981	3,514	7,482	4,011	3,471	7,726	4,006	3,720									
10:00	5,171	2,768	2,403	7,320	3,684	3,636	7,313	3,688	3,625	7,480	3,737	3,743									
11:00	6,020	3,021	2,999	7,636	3,468	4,168	7,395	3,505	3,890	7,981	3,585	4,276									
12:00	6,882	3,515	3,367	8,039	3,803	4,236	7,930	3,649	4,281	8,279	3,959	4,320									
13:00	7,434	3,689	3,745	8,270	3,860	4,410	8,224	3,912	4,312	8,419	3,785	4,634									
14:00	7,042	3,550	3,492	9,451	4,125	5,326	9,545	4,078	5,466	9,528	3,968	5,560									
15:00	6,916	3,467	3,449	10,251	4,096	6,155	10,608	4,231	6,377	10,604	4,184	6,420									
16:00	6,903	3,604	3,299	10,898	4,149	6,749	11,113	4,191	6,922	11,340	4,371	6,969									
17:00	7,242	3,850	3,392	10,182	4,096	6,086	10,636	4,191	6,445												
18:00	6,626	3,387	3,239	7,264	3,117	4,147	8,195	3,514	4,681												
19:00	5,737	2,834	2,903	5,851	2,286	3,565	6,040	2,348	3,692												
20:00	4,369	2,179	2,190	4,466	1,857	2,609	4,807	1,925	2,882												
21:00	3,477	1,754	1,723	3,861	1,618	2,242	4,062	1,654	2,408												
22:00	2,878	1,405	1,473	3,254	1,528	1,726	3,446	1,393	2,053												
23:00	2,128	1,016	1,112	2,363	996	1,367	2,354	948	1,406												
Total	98,041	49,382	48,659	140,879	68,357	74,522	145,785	68,260	77,525	108,537	53,137	55,400									
AM Peak Vol	6,020	3,021	2,999	9,592	5,567	4,168	9,071	5,041	4,093	9,656	5,485	4,276									
AM Peak Fct	1	1	1	1	1	1	1	1	1	1	1	1									
AM Peak Hr	11: 00	11: 00	11: 00	7: 00	7: 00	11: 00	7: 00	8: 00	7: 00	7: 00	7: 00	11: 00									
PM Peak Vol	7,434	3,850	3,745	10,898	4,149	6,749	11,113	4,231	6,922												
PM Peak Fct	1	1	1	1	1	1	1	1	1												
PM Peak Hr	13: 00	17: 00	13: 00	16: 00	16: 00	16: 00	16: 00	15: 00	16: 00	-	-	-									
Seasonal Fct	.968	.968	.968	.968	.968	.968	.968	.968	.968	.968	.968	.968									
Daily Fct	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000									
Axle Fct	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500	.500									
Pulse Fct	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000									

Created 09/23/2020 10:29 AM ROAD AADT 132,885 NDIR AADT 70,144 PDIR AADT 62,742 DV03S: Page 2 of 2

Sta ID: 056P99
Sta Type: Permanent (ATR)
Map:
District: 5
County: Jefferson
Route: 056-I -0065 -000
Route Desc: I-65
Begin MP: 132.89
Begin Desc: US 60 A (WAS STA I55)
End Mp: 135.195
End Desc: BROADWAY OVERPASS
Impact Year:
Year Added: 1983
AADT: 119880
Year: 2018
% Single: 4.971
% Combo: 8.588
K Factor: 8.5
D Factor: 56

Year	AADT
2020	
2019	
2018	119880
2017	118646
2016	123194
2015	112238
2014	
2013	
2012	
2011	128000
2010	
2009	
2008	
2007	
2006	
2005	130000
2004	131000
2003	122000
2002	122000
2001	123000
2000	
1999	
1998	116000
1997	121000
1996	125000
1995	121000
1994	123000
1993	121000
1992	113000
1991	110000

Kentucky Transportation Cabinet

Hourly Traffic Volume For the Week of 02/23/2020

Site names: 056P99
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -000 @ 133.410 From: US 60 A (WAS STA I55) To:

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, 02/23/ 2020			Mon, 02/24/ 2020			Tue, 02/25/ 2020			Wed, 02/26/ 2020			Thu, 02/27/ 2020			Fri, 02/28/ 2020			Sat, 02/29/ 2020		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00	1695	809	886	1117	584	533	1231	607	624	1417	709	708	1399	676	723	1617	772	845	2001	851	1150
01:00	1458	705	753	688	363	305	874	474	400	923	464	459	821	429	392	1128	573	555	1337	636	701
02:00	949	428	521	553	302	251	576	261	315	766	430	336	704	419	285	892	456	436	1025	505	520
03:00	876	346	530	647	360	287	421	54	367	907	489	418	822	486	336	1028	598	430	972	428	544
04:00	768	319	449	1117	636	481	773	184	589	1511	953	558	1606	1014	592	1718	1056	662	1217	674	543
05:00	871	470	401	2835	1607	1228	3337	2000	1337	3320	1930	1390	3278	1887	1391	3123	1825	1298	1531	936	595
06:00	1549	940	609	5546	3477	2069	6020	3782	2238	6198	3976	2222	6068	3925	2143	5825	3720	2105	2412	1485	927
07:00	1871	838	1033	8257	4796	3461	8758	5079	3679	8727	5051	3676	9120	5490	3630	9261	5589	3672	2957	1451	1506
08:00	2217	1199	1018	7948	4823	3125	8441	5116	3325	7978	4789	3189	8530	5156	3374	8058	4715	3343	3576	1742	1834
09:00	3402	1856	1546	6468	3674	2794	6744	3737	3007	6866	3958	2908	6932	3899	3033	6912	3750	3162	4579	2188	2391
10:00	4472	2383	2089	6053	3109	2944	6481	3298	3183	6436	3223	3213	6734	3527	3207	6996	3529	3467	5395	2653	2742
11:00	5038	2578	2460	6104	2958	3146	6599	3059	3540	6614	3228	3386	6934	3402	3532	7399	3495	3904	6169	2978	3191
12:00	5708	2773	2935	6732	3417	3315	7025	3463	3562	7148	3489	3659	7249	3618	3631	7889	3828	4061	6705	3315	3390
13:00	6151	3100	3051	6867	3352	3515	7063	3394	3669	7274	3624	3650	7456	3659	3797	7941	3857	4084	6393	2890	3503
14:00	6289	3212	3077	7759	3677	4082	8259	3806	4453	8165	3674	4491	8534	3908	4626	9259	4256	5003	6756	3359	3397
15:00	6304	3386	2918	8605	3763	4842	9231	3777	5454	9519	4014	5505	9569	3924	5645	10238	4310	5928	6833	3486	3347
16:00	5950	3026	2924	8794	3911	4883	9885	4186	5699	10032	4325	5707	10348	4567	5781	10333	4479	5854	6389	3379	3010
17:00	6091	3367	2724	8672	3899	4773	9776	4381	5395	9851	4459	5392	9854	4428	5426	9801	4484	5317	6267	3442	2825
18:00	5588	3022	2566	6222	2858	3364	6884	3326	3558	6995	3345	3650	7461	3525	3936	7389	3625	3764	6060	3355	2705
19:00	4399	2096	2303	4403	1892	2511	4822	2118	2704	4986	2234	2752	5510	2393	3117	5615	2619	2996	5471	2899	2572
20:00	3240	1553	1687	3464	1568	1896	3850	1668	2182	3946	1722	2224	4668	1834	2834	4632	2130	2502	4349	2284	2065
21:00	2902	1242	1660	3072	1371	1701	3258	1437	1821	3183	1474	1709	3811	1615	1996	4039	1812	2227	3730	1814	1916
22:00	2148	1121	1027	2523	1201	1322	2859	1281	1578	2902	1349	1553	3110	1434	1676	3676	1600	2076	3113	1449	1664
23:00	1450	669	781	1819	833	986	2007	901	1106	2011	926	1085	2255	972	1283	2770	1176	1594	2690	1235	1455
AM Peak Fct	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
AM Peak Hr	11:00	11:00	11:00	7:00	8:00	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	11:00	11:00	11:00	11:00
AM Peak Vol	5038	2578	2460	8257	4823	3461	8758	5116	3679	8727	5051	3676	9120	5490	3630	9261	5589	3904	6169	2978	3191
PM Peak Fct	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
PM Peak Hr	15:00	15:00	14:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	17:00	15:00	15:00	15:00	13:00
PM Peak Vol	6304	3386	3077	8794	3911	4883	9885	4381	5699	10032	4459	5707	10348	4567	5781	10333	4484	5928	6833	3486	3503
Total	81386	41438	39948	116245	58431	57814	125174	61389	63785	127675	63835	63840	132573	66187	66386	137539	68254	69285	97927	49434	48493

Created Mon Sep 28 09:55:07 EDT 2020

DV02P: Page 1 of 1

Sta ID: 056M36
Sta Type: Full Coverage
Map:
District: 5
County: Jefferson
Route: 056-I -0065 -000
Route Des I-65
Begin MP: 135.195
Begin Desc BROADWAY OVERPASS
End Mp: 136.357
End Desc: I 64
Impact Year:
Year Added:
AADT: 84001
Year: 2012
% Single: 4.971
% Combo: 8.588
K Factor: 8.2
D Factor: 57

Year	AADT
2020	
2019	
2018	
2017	
2016	
2015	
2014	
2013	
2012	84001
2011	91500
2010	
2009	88300
2008	93700
2007	92500
2006	
2005	
2004	
2003	
2002	128000
2001	
2000	
1999	
1998	125000
1997	123000
1996	127000
1995	123000
1994	120000
1993	127000
1992	101000
1991	98200

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for10/22/201 through 10/24/2018

Site names: 056R30
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -643 @ .148 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Oct 21, 2018			Mon, Oct 22, 2018			Tue, Oct 23, 2018			Wed, Oct 24, 2018			Thu, Oct 25, 2018			Fri, Oct 26, 2018			Sat, Oct 27, 2018		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							12			0											
01:00							5			0											
02:00							8			0											
03:00							17			0											
04:00							37			1											
05:00							82			3											
06:00							19			1											
07:00							87			124											
08:00							153			53											
09:00							164			86											
10:00							54			110											
11:00							323			164											
12:00				94			298														
13:00				246			295														
14:00				265			314														
15:00				345			378														
16:00				392			403														
17:00				315			383														
18:00				22			121														
19:00				2			4														
20:00				1			9														
21:00				1			10														
22:00				2			30														
23:00				2			30														
Total				1,687			3,236			542											
AM Peak Vol				0			323			124											
AM Peak Fct							1			1											
AM Peak Hr				0: 00			11: 00			7: 00											
PM Peak Vol				392			403			0											
PM Peak Fct				1			1														
PM Peak Hr				16: 00			16: 00			0: 00											
Seasonal Fct				.979			.979			.979											
Daily Fct				.978			.969			.928											
Axle Fct				.424			.424			.424											
Pulse Fct				2.000			2.000			2.000											

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Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for10/22/201 through 10/24/2018

Site names: 056R29
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -631 @ .121 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Oct 21, 2018			Mon, Oct 22, 2018			Tue, Oct 23, 2018			Wed, Oct 24, 2018			Thu, Oct 25, 2018			Fri, Oct 26, 2018			Sat, Oct 27, 2018		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							68			72											
01:00							53			53											
02:00							39			48											
03:00							47			47											
04:00							80			93											
05:00							173			179											
06:00							316			304											
07:00							510			490											
08:00							424			402											
09:00				336			424														
10:00				368			364														
11:00				376			352														
12:00				408			449														
13:00				387			385														
14:00				405			495														
15:00				472			508														
16:00				402			427														
17:00				381			469														
18:00				347			436														
19:00				289			303														
20:00				243			290														
21:00				202			194														
22:00				147			175														
23:00				87			173														
Total				4,850			7,154			1,688											
AM Peak Vol				376			510														
AM Peak Fct				1			1														
AM Peak Hr				11: 00			7: 00														
PM Peak Vol				472			508														
PM Peak Fct				1			1														
PM Peak Hr				15: 00			15: 00														
Seasonal Fct				.979			.979			.979											
Daily Fct				.978			.969			.928											
Axle Fct				.424			.424			.424											
Pulse Fct				2.000			2.000			2.000											

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Sta ID: 056R27
Sta Type: Ramp or Rest Area
Map:
District: 5
County: Jefferson
Route: 056-I -0065 -711
Route Des I-65 RAMP to US 60A
Begin MP: 0
Begin Desc:
End Mp: 0.103
End Desc:
Impact Year:
Year Added:
AADT: 2596
Year: 2018
% Single:
% Combo:
K Factor: 12.6
D Factor: 59

Year	AADT
2020	
2019	
2018	2596
2017	
2016	
2015	
2014	
2013	2291
2012	
2011	
2010	
2009	
2008	
2007	
2006	
2005	
2004	
2003	
2002	
2001	
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Sta ID: 056R28
Sta Type: Ramp or Rest Area
Map:
District: 5
County: Jefferson
Route: 056-I -0065 -741
Route Des I-65 RAMP from US 60A
Begin MP: 0
Begin Desc:
End Mp: 0.193
End Desc:
Impact Year:
Year Added:
AADT: 3375
Year: 2018
% Single:
% Combo:
K Factor: 12.1
D Factor: 59

Year	AADT
2020	
2019	
2018	3375
2017	
2016	
2015	
2014	
2013	2374
2012	
2011	
2010	
2009	
2008	
2007	
2006	
2005	
2004	
2003	
2002	
2001	
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for10/22/201 through 10/24/2018

Site names: 056R28
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -741 @ .097 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Oct 21, 2018			Mon, Oct 22, 2018			Tue, Oct 23, 2018			Wed, Oct 24, 2018			Thu, Oct 25, 2018			Fri, Oct 26, 2018			Sat, Oct 27, 2018		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							66			57											
01:00							44			36											
02:00							17			15											
03:00							18			19											
04:00							33			37											
05:00							79			83											
06:00							116			118											
07:00							196			205											
08:00							140			159											
09:00				168			150														
10:00				159			173														
11:00				201			180														
12:00				210			232														
13:00				207			205														
14:00				239			326														
15:00				263			342														
16:00				373			409														
17:00				355			319														
18:00				264			239														
19:00				244			253														
20:00				175			237														
21:00				214			194														
22:00				171			237														
23:00				100			114														
Total				3,343			4,319			729											
AM Peak Vol							196														
AM Peak Fct							1														
AM Peak Hr							7: 00														
PM Peak Vol				373			409														
PM Peak Fct				1			1														
PM Peak Hr				16: 00			16: 00														
Seasonal Fct				.979			.979			.979											
Daily Fct				.978			.969			.928											
Axle Fct				.424			.424			.424											
Pulse Fct				2.000			2.000			2.000											

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Short-term Hourly Traffic Volume for10/24/201 through 10/26/2018

Site names: 056R25
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -841 @ .062 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Oct 21, 2018			Mon, Oct 22, 2018			Tue, Oct 23, 2018			Wed, Oct 24, 2018			Thu, Oct 25, 2018			Fri, Oct 26, 2018			Sat, Oct 27, 2018		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00													52			53					
01:00													33			38					
02:00													22			38					
03:00													21			23					
04:00													26			35					
05:00													78			67					
06:00													95			117					
07:00													194			205					
08:00													179			187					
09:00													189			238					
10:00													193			231					
11:00										244			230								
12:00										288			298								
13:00										279			244								
14:00										366			390								
15:00										445			434								
16:00										509			534								
17:00										583			600								
18:00										388			345								
19:00										292			349								
20:00										235			299								
21:00										189			246								
22:00										202			203								
23:00										96			86								
Total										4,116			5,340			1,232					
AM Peak Vol													230								
AM Peak Fct													1								
AM Peak Hr										-			11: 00								
PM Peak Vol										583			600								
PM Peak Fct										1			1								
PM Peak Hr										17: 00			17: 00								
Seasonal Fct										.979			.979			.979					
Daily Fct										.928			.907			.949					
Axle Fct										.424			.424			.424					
Pulse Fct										2.000			2.000			2.000					

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Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for10/22/201 through 10/24/2018

Site names: 056V87
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -811 @ .063 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Oct 21, 2018			Mon, Oct 22, 2018			Tue, Oct 23, 2018			Wed, Oct 24, 2018			Thu, Oct 25, 2018			Fri, Oct 26, 2018			Sat, Oct 27, 2018		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							83			94											
01:00							49			56											
02:00							37			41											
03:00							90			53											
04:00							179			183											
05:00							175			185											
06:00							279			291											
07:00							509			487											
08:00							459			424											
09:00							423			388											
10:00							322			299											
11:00							209			263											
12:00				290			323														
13:00				298			316														
14:00				293			278														
15:00				302			291														
16:00				306			288														
17:00				263			296														
18:00				272			271														
19:00				278			228														
20:00				237			200														
21:00				202			212														
22:00				141			181														
23:00				107			94														
Total				2,989			5,792			2,764											
AM Peak Vol							509			487											
AM Peak Fct							1			1											
AM Peak Hr				:			7: 00			7: 00											
PM Peak Vol				306			323														
PM Peak Fct				1			1														
PM Peak Hr				16: 00			12: 00			:											
Seasonal Fct				.979			.979			.979											
Daily Fct				.978			.969			.928											
Axle Fct				.424			.424			.424											
Pulse Fct				2.000			2.000			2.000											

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Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for10/24/201 through 10/26/2018

Site names: 056R24
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -821 @ .047 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Oct 21, 2018			Mon, Oct 22, 2018			Tue, Oct 23, 2018			Wed, Oct 24, 2018			Thu, Oct 25, 2018			Fri, Oct 26, 2018			Sat, Oct 27, 2018		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00													34			56					
01:00													20			40					
02:00													23			26					
03:00													36			38					
04:00													31			42					
05:00													86			72					
06:00													135			130					
07:00													253			241					
08:00													189			242					
09:00													119			240					
10:00													118			307					
11:00													196			310					
12:00													212			347					
13:00													208			335					
14:00										322			234								
15:00										363			343								
16:00										355			412								
17:00										327			408								
18:00										281			311								
19:00										256			271								
20:00										174			213								
21:00										133			182								
22:00										102			142								
23:00										74			86								
Total										2,387			4,262			2,426					
AM Peak Vol													253			310					
AM Peak Fct													1			1					
AM Peak Hr													7: 00			11: 00					
PM Peak Vol													412								
PM Peak Fct													1								
PM Peak Hr													16: 00								
Seasonal Fct										.979			.979			.979					
Daily Fct										.928			.907			.949					
Axle Fct										.424			.424			.424					
Pulse Fct										2.000			2.000			2.000					

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Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for10/22/201 through 10/24/2018

Site names: 056R23
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -831 @ .041 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Oct 21, 2018			Mon, Oct 22, 2018			Tue, Oct 23, 2018			Wed, Oct 24, 2018			Thu, Oct 25, 2018			Fri, Oct 26, 2018			Sat, Oct 27, 2018		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							45			62											
01:00							23			29											
02:00							23			21											
03:00							18			15											
04:00							22			27											
05:00							79			58											
06:00							128			131											
07:00							279			276											
08:00							307			315											
09:00				237			273														
10:00				248			246														
11:00				197			196														
12:00				222			255														
13:00				218			194														
14:00				209			192														
15:00				205			221														
16:00				186			162														
17:00				169			178														
18:00				175			201														
19:00				153			188														
20:00				115			129														
21:00				113			109														
22:00				89			95														
23:00				54			90														
Total				2,590			3,653			934											
AM Peak Vol							307														
AM Peak Fct							1														
AM Peak Hr							8: 00														
PM Peak Vol				222			255														
PM Peak Fct				1			1														
PM Peak Hr				12: 00			12: 00														
Seasonal Fct				.979			.979			.979											
Daily Fct				.978			.969			.928											
Axle Fct				.424			.424			.424											
Pulse Fct				2.000			2.000			2.000											

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Sta ID: 056K18
Sta Type: Ramp or Rest Area
Map:
District: 5
County: Jefferson
Route: 056-I -0065 -941
Route Des I-65 RAMP from KY 61
Begin MP: 0
Begin Desc:
End Mp: 0.026
End Desc:
Impact Year:
Year Added:
AADT: 3083
Year: 2018
% Single:
% Combo:
K Factor: 19.4
D Factor: 100

Year	AADT
2020	
2019	
2018	3083
2017	4677
2016	
2015	
2014	6686
2013	
2012	5461
2011	
2010	
2009	
2008	7880
2007	
2006	
2005	8850
2004	
2003	
2002	
2001	6640
2000	
1999	
1998	
1997	
1996	
1995	6270
1994	
1993	
1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for10/29/201 through 10/31/2018

Site names: 056K18
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -941 @ .013 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Oct 28, 2018			Mon, Oct 29, 2018			Tue, Oct 30, 2018			Wed, Oct 31, 2018			Thu, Nov 1, 2018			Fri, Nov 2, 2018			Sat, Nov 3, 2018		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							33			26											
01:00							16			36											
02:00							8			8											
03:00							7			18											
04:00							24			17											
05:00							31			49											
06:00							79			98											
07:00							223			352											
08:00							128			180											
09:00							97			191											
10:00				95			121														
11:00				127			126														
12:00				101			218														
13:00				111			189														
14:00				295			428														
15:00				311			339														
16:00				494			597														
17:00				383			496														
18:00				234			236														
19:00				201			196														
20:00				109			213														
21:00				76			110														
22:00				66			78														
23:00				46			65														
Total				2,649			4,058			975											
AM Peak Vol				127			223														
AM Peak Fct				1			1														
AM Peak Hr				11: 00			7: 00														
PM Peak Vol				494			597														
PM Peak Fct				1			1														
PM Peak Hr				16: 00			16: 00														
Seasonal Fct				.979			.979			.979											
Daily Fct				.978			.969			.928											
Axle Fct				.424			.424			.424											
Pulse Fct				2.000			2.000			2.000											

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Sta ID: 056K19
Sta Type: Ramp or Rest Area
Map:
District: 5
County: Jefferson
Route: 056-I -0065 -942
Route Des I-65 RAMP to KY 61
Begin MP: 0
Begin Desc:
End Mp: 0.051
End Desc:
Impact Year:
Year Added:
AADT: 8116
Year: 2018
% Single:
% Combo:
K Factor: 11.6
D Factor: 100

Year	AADT
2020	
2019	
2018	8116
2017	8299
2016	
2015	
2014	
2013	
2012	
2011	
2010	
2009	
2008	
2007	
2006	
2005	
2004	
2003	
2002	
2001	
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for10/29/201 through 10/31/2018

Site names: 056K19
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -942 @ .025 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Oct 28, 2018			Mon, Oct 29, 2018			Tue, Oct 30, 2018			Wed, Oct 31, 2018			Thu, Nov 1, 2018			Fri, Nov 2, 2018			Sat, Nov 3, 2018		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							83	83		90	90										
01:00							64	64		66	66										
02:00							48	48		41	41										
03:00							50	50		55	55										
04:00							70	70		69	69										
05:00							143	143		147	147										
06:00							403	403		419	419										
07:00							940	940		929	929										
08:00							657	657		759	759										
09:00				575	575		604	604													
10:00				467	467		549	549													
11:00				453	453		492	492													
12:00				562	562		595	595													
13:00				502	502		563	563													
14:00				637	637		625	625													
15:00				728	728		691	691													
16:00				689	689		733	733													
17:00				762	762		739	739													
18:00				550	550		555	555													
19:00				426	426		443	443													
20:00				341	341		415	415													
21:00				302	302		363	363													
22:00				237	237		282	282													
23:00				168	168		140	140													
Total				7,399	7,399		10,247	10,247		2,575	2,575										
AM Peak Vol				575	575		940	940													
AM Peak Fct				1	1		1	1													
AM Peak Hr				9: 00	9: 00		7: 00	7: 00													
PM Peak Vol				762	762		739	739													
PM Peak Fct				1	1		1	1													
PM Peak Hr				17: 00	17: 00		17: 00	17: 00													
Seasonal Fct				.979	.979		.979	.979		.979	.979										
Daily Fct				.978	.978		.969	.969		.928	.928										
Axle Fct				.424	.424		.424	.424		.424	.424										
Pulse Fct				2.000	2.000		2.000	2.000		2.000	2.000										

Created 09/23/2020 10:33 AM

ROAD AADT 8,116 NDIR AADT 0 PDIR AADT 8,116

DV03S: Page 1 of 1

Sta ID: 056K16
Sta Type: Ramp or Rest Area
Map:
District: 5
County: Jefferson
Route: 056-I -0065 -931
Route Des I-65 RAMP from KY 61
Begin MP: 0
Begin Desc:
End Mp: 0.082
End Desc:
Impact Year:
Year Added:
AADT: 5523
Year: 2018
% Single:
% Combo:
K Factor: 11.9
D Factor: 100

Year	AADT
2020	
2019	
2018	5523
2017	7929
2016	
2015	
2014	5279
2013	
2012	
2011	
2010	
2009	
2008	
2007	
2006	
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1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for10/31/201 through 11/02/2018

Site names: 056K16
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -931 @ .041 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Oct 28, 2018			Mon, Oct 29, 2018			Tue, Oct 30, 2018			Wed, Oct 31, 2018			Thu, Nov 1, 2018			Fri, Nov 2, 2018			Sat, Nov 3, 2018		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00													43	43		54	54				
01:00													37	37		34	34				
02:00													25	25		21	21				
03:00													19	19		24	24				
04:00													41	41		33	33				
05:00													77	77		91	91				
06:00													258	258		240	240				
07:00													629	629		616	616				
08:00													658	658		576	576				
09:00													370	370		390	390				
10:00													295	295		339	339				
11:00										331	331		273	273							
12:00										326	326		304	304							
13:00										311	311		340	340							
14:00										443	443		409	409							
15:00										477	477		487	487							
16:00										581	581		595	595							
17:00										507	507		518	518							
18:00										355	355		452	452							
19:00										211	211		375	375							
20:00										183	183		257	257							
21:00										183	183		174	174							
22:00										95	95		156	156							
23:00										69	69		129	129							
Total										4,072	4,072		6,921	6,921		2,418	2,418				
AM Peak Vol													658	658							
AM Peak Fct													1	1							
AM Peak Hr													8: 00	8: 00							
PM Peak Vol										581	581		595	595							
PM Peak Fct										1	1		1	1							
PM Peak Hr										16: 00	16: 00		16: 00	16: 00							
Seasonal Fct										.979	.979		1.010	1.010		1.010	1.010				
Daily Fct										.928	.928		1.015	1.015		.905	.905				
Axle Fct										.424	.424		.425	.425		.425	.425				
Pulse Fct										2.000	2.000		2.000	2.000		2.000	2.000				

Created 09/23/2020 10:33 AM ROAD AADT 5,523 NDIR AADT 0 PDIR AADT 5,523 DV03S: Page 1 of 1

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 09/03/20 through 09/05/2019

Sta ID: 056K20
Sta Type: Ramp or Rest Area
Map:
District: 5
County: Jefferson
Route: 056-I -0065 -162
Route Desc: I-65 RAMP to KY 61
Begin MP: 0
Begin Desc:
End Mp: 0.102
End Desc:
Impact Year:
Year Added:
AADT: 8916
Year: 2019
% Single:
% Combo:
K Factor: 14
D Factor: 53

Year	AADT
2020	
2019	8916
2018	
2017	
2016	
2015	
2014	4870
2013	
2012	
2011	
2010	
2009	
2008	
2007	
2006	
2005	
2004	
2003	
2002	
2001	
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Site names: 056K20
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -162 @ .051 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Sep 1, 2019			Mon, Sep 2, 2019			Tue, Sep 3, 2019			Wed, Sep 4, 2019			Thu, Sep 5, 2019			Fri, Sep 6, 2019			Sat, Sep 7, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										102			99								
01:00										72			49								
02:00										57			49								
03:00										68			102								
04:00										192			197								
05:00										290			299								
06:00										701			625								
07:00										1,248			1,204								
08:00										1,041			830								
09:00										690			724								
10:00										560			603								
11:00										587			522								
12:00							569			596											
13:00							619			602											
14:00							711			629											
15:00							618			701											
16:00							521			571											
17:00							608			657											
18:00							586			669											
19:00							409			446											
20:00							391			392											
21:00							341			348											
22:00							228			309											
23:00							136			195											
Total							5,737			11,723			5,303								
AM Peak Vol										1,248			1,204								
AM Peak Fct										1			1								
AM Peak Hr							:			7: 00			7: 00								
PM Peak Vol							711			701											
PM Peak Fct							1			1											
PM Peak Hr							14: 00			15: 00			:								
Seasonal Fct							.983			.983			.983								
Daily Fct							.993			.973			.934								
Axle Fct							.411			.411			.411								
Pulse Fct							2.000			2.000			2.000								

Created 09/09/2020 7:47 AM

8,916 NDIR AADT 0 PDIR AADT 0

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 09/03/20 through 09/05/2019

Sta ID: 056K21
Sta Type: Ramp or Rest Area
Map:
District: 5
County: Jefferson
Route: 056-I -0065 -171
Route Desi I-65 RAMP from S FLOYD ST
Begin MP: 0
Begin Desc:
End Mp: 0.136
End Desc:
Impact Year:
Year Added:
AADT: 2668
Year: 2019
% Single:
% Combo:
K Factor: 16.8
D Factor: 59

Year	AADT
2020	
2019	2668
2018	
2017	
2016	
2015	
2014	6572
2013	
2012	
2011	
2010	
2009	
2008	
2007	
2006	
2005	
2004	
2003	
2002	
2001	
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Site names: 056K21
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -171 @ .068 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Sep 1, 2019			Mon, Sep 2, 2019			Tue, Sep 3, 2019			Wed, Sep 4, 2019			Thu, Sep 5, 2019			Fri, Sep 6, 2019			Sat, Sep 7, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										34			41								
01:00										27			19								
02:00										10			14								
03:00										10			13								
04:00										20			31								
05:00										72			69								
06:00										72			74								
07:00										165			162								
08:00										143			137								
09:00										114			139								
10:00										124			118								
11:00										173			184								
12:00							188			180											
13:00							167			196											
14:00							312			285											
15:00							320			325											
16:00							381			425											
17:00							342			447											
18:00							216			199											
19:00							109			142											
20:00							102			94											
21:00							72			59											
22:00							66			77											
23:00							53			52											
Total							2,328			3,445			1,001								
AM Peak Vol										173			162								
AM Peak Fct										1			1								
AM Peak Hr							:			11: 00			7: 00								
PM Peak Vol							381			447											
PM Peak Fct							1			1											
PM Peak Hr							16: 00			17: 00			:								
Seasonal Fct							.983			.983			.983								
Daily Fct							.993			.973			.934								
Axle Fct							.411			.411			.411								
Pulse Fct							2.000			2.000			2.000								

Created 09/09/2020 7:47 AM

2,668 NDIR AADT 0 PDIR AADT 0

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 09/03/20 through 09/05/2019

Site names: 056V85
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -172 @ .050 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Sep 1, 2019			Mon, Sep 2, 2019			Tue, Sep 3, 2019			Wed, Sep 4, 2019			Thu, Sep 5, 2019			Fri, Sep 6, 2019			Sat, Sep 7, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										63			70								
01:00										35			43								
02:00										30			32								
03:00										30			28								
04:00										42			42								
05:00										66			88								
06:00										171			164								
07:00										361			358								
08:00										321			307								
09:00										288			312								
10:00										291			341								
11:00										309			341								
12:00							427			386											
13:00							367			368											
14:00							461			487											
15:00							595			643											
16:00							906			924											
17:00							781			688											
18:00							443			424											
19:00							321			368											
20:00							286			398											
21:00							172			198											
22:00							132			162											
23:00							116			121											
Total							5,007			7,174			2,126								
AM Peak Vol										361			358								
AM Peak Fct										1			1								
AM Peak Hr							:			7: 00			7: 00								
PM Peak Vol							906			924											
PM Peak Fct							1			1											
PM Peak Hr							16: 00			16: 00			:								
Seasonal Fct							.992			.992			.992								
Daily Fct							.968			.947			.912								
Axle Fct							.426			.426			.426								
Pulse Fct							2.000			2.000			2.000								

Created 04/06/2020 8:32 AM

5,738 NDIR AADT 0 PDIR AADT 0

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Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 09/03/20 through 09/05/2019

Sta ID: 056K25
Sta Type: Ramp or Rest Area
Map:
District: 5
County: Jefferson
Route: 056-I -0065 -161
Route Desı I-65 RAMP to WOODBINE ST
Begin MP: 0
Begin Desc:
End Mp: 0.145
End Desc:
Impact Year:
Year Added:
AADT: 1054
Year: 2019
% Single:
% Combo:
K Factor: 18.2
D Factor: 59

Year	AADT
2020	
2019	1054
2018	
2017	
2016	
2015	
2014	1585
2013	
2012	
2011	
2010	
2009	
2008	
2007	
2006	
2005	
2004	
2003	
2002	
2001	
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Site names: 056K25
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -161 @ .073 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Sep 1, 2019			Mon, Sep 2, 2019			Tue, Sep 3, 2019			Wed, Sep 4, 2019			Thu, Sep 5, 2019			Fri, Sep 6, 2019			Sat, Sep 7, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										22			18								
01:00										13			11								
02:00										15			6								
03:00										6			6								
04:00										21			21								
05:00										23			22								
06:00										47			48								
07:00										158			155								
08:00										192			104								
09:00										108			67								
10:00										65			61								
11:00										55			54								
12:00							93			69											
13:00							97			62											
14:00							76			69											
15:00							75			61											
16:00							59			58											
17:00							59			63											
18:00							58			72											
19:00							40			61											
20:00							48			60											
21:00							37			52											
22:00							32			50											
23:00							23			17											
Total							697			1,419			573								
AM Peak Vol										192			155								
AM Peak Fct										1			1								
AM Peak Hr							:			8: 00			7: 00								
PM Peak Vol							97			72											
PM Peak Fct							1			1											
PM Peak Hr							13: 00			18: 00			:								
Seasonal Fct							.983			.983			.983								
Daily Fct							.993			.973			.934								
Axle Fct							.411			.411			.411								
Pulse Fct							2.000			2.000			2.000								

Created 09/09/2020 7:47 AM

1,054 NDIR AADT 0 PDIR AADT 0

DV03S: Page 1 of 1

Feb 2017 Count

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for02/21/201 through 02/22/2017

Site names: 056S81
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -281 @ .069 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Feb 19, 2017			Mon, Feb 20, 2017			Tue, Feb 21, 2017			Wed, Feb 22, 2017			Thu, Feb 23, 2017			Fri, Feb 24, 2017			Sat, Feb 25, 2017		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							173	173		184	184										
01:00							128	128		95	95										
02:00							113	113		87	87										
03:00							57	57		43	43										
04:00							62	62		57	57										
05:00							113	113		90	90										
06:00							163	163		204	204										
07:00							410	410		334	334										
08:00							578	578		498	498										
09:00							534	534		504	504										
10:00							620	620		577	577										
11:00							533	533		582	582										
12:00							629	629		727	727										
13:00							752	752		702	702										
14:00							778	778		695	695										
15:00							885	885		740	740										
16:00							1,084	1,084		942	942										
17:00							1,142	1,142		872	872										
18:00							978	978		737	737										
19:00							615	615		511	511										
20:00							599	599		502	502										
21:00							423	423		401	401										
22:00							296	296		391	391										
23:00							258	258		208	208										
Total							11,923	11,923		10,683	10,683										
AM Peak Vol							620	620		582	582										
AM Peak Fct							1	1		1	1										
AM Peak Hr							10: 00	10: 00		11: 00	11: 00										
PM Peak Vol							1,142	1,142		942	942										
PM Peak Fct							1	1		1	1										
PM Peak Hr							17: 00	17: 00		16: 00	16: 00										
Seasonal Fct							1.043	1.043		1.043	1.043										
Daily Fct							.959	.959		.940	.940										
Axle Fct							.429	.429		.429	.429										
Pulse Fct							1.000	1.000		1.000	1.000										

Created 09/23/2020 10:47 AM ROAD AADT 4,805 NDIR AADT 0 PDIR AADT 4,805 DV03S: Page 1 of 1

Oct 2018 Count

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for10/24/201 through 10/26/2018

Site names: 056S81
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -281 @ .069 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Oct 21, 2018			Mon, Oct 22, 2018			Tue, Oct 23, 2018			Wed, Oct 24, 2018			Thu, Oct 25, 2018			Fri, Oct 26, 2018			Sat, Oct 27, 2018		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00													49	49		45	45				
01:00													27	27		38	38				
02:00													21	21		32	32				
03:00													32	32		31	31				
04:00													40	40		41	41				
05:00													98	98		87	87				
06:00													164	164		181	181				
07:00													203	203		176	176				
08:00													213	213		203	203				
09:00													235	235		208	208				
10:00													272	272		220	220				
11:00										270	270		277	277							
12:00										321	321		299	299							
13:00										319	319		342	342							
14:00										347	347		366	366							
15:00										412	412		400	400							
16:00										498	498		499	499							
17:00										370	370		401	401							
18:00										272	272		290	290							
19:00										271	271		243	243							
20:00										206	206		160	160							
21:00										139	139		155	155							
22:00										104	104		118	118							
23:00										85	85		90	90							
Total										3,614	3,614		4,994	4,994		1,262	1,262				
AM Peak Vol													277	277							
AM Peak Fct													1	1							
AM Peak Hr										:	:		11: 00	11: 00							
PM Peak Vol										498	498		499	499							
PM Peak Fct										1	1		1	1							
PM Peak Hr										16: 00	16: 00		16: 00	16: 00							
Seasonal Fct										.979	.979		.979	.979		.979	.979				
Daily Fct										.928	.928		.907	.907		.949	.949				
Axle Fct										.424	.424		.424	.424		.424	.424				
Pulse Fct										2.000	2.000		2.000	2.000		2.000	2.000				

Created 09/23/2020 10:47 AM ROAD AADT 3,771 NDIR AADT 0 PDIR AADT 3,771 DV03S: Page 1 of 1

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for02/21/201 through 02/22/2017

Site names: 056K27
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -251 @ .096 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Feb 19, 2017			Mon, Feb 20, 2017			Tue, Feb 21, 2017			Wed, Feb 22, 2017			Thu, Feb 23, 2017			Fri, Feb 24, 2017			Sat, Feb 25, 2017		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							196			165											
01:00							108			118											
02:00							70			94											
03:00							36			39											
04:00							37			39											
05:00							42			73											
06:00							111			84											
07:00							275			303											
08:00							1,102			1,113											
09:00							1,065			1,119											
10:00							723			771											
11:00							588			519											
12:00							598			583											
13:00							547			575											
14:00							486			588											
15:00							580			519											
16:00							557			616											
17:00							649			778											
18:00							702			852											
19:00							539			682											
20:00							448			598											
21:00							377			491											
22:00							306			469											
23:00							238			250											
Total							10,381			11,438											
AM Peak Vol							1,102			1,119											
AM Peak Fct							1			1											
AM Peak Hr							8: 00			9: 00											
PM Peak Vol							702			852											
PM Peak Fct							1			1											
PM Peak Hr							18: 00			18: 00											
Seasonal Fct							1.025			1.025											
Daily Fct							.972			.950											
Axle Fct							.459			.459											
Pulse Fct							2.000			2.000											

Created 09/23/2020 10:47 AM ROAD AADT 9,859 NDIR AADT PDIR AADT DV03S: Page 1 of 1

Sta ID: 056K28
Sta Type: Ramp or Rest Area
Map:
District: 5
County: Jefferson
Route: 056-I -0065 -261
Route Des I-65 RAMP from E ST CATHERINE
Begin MP: 0
Begin Desc:
End Mp: 0.148
End Desc:
Impact Year:
Year Added:
AADT: 5074
Year: 2018
% Single:
% Combo:
K Factor: 11.7
D Factor: 100

Year	AADT
2020	
2019	
2018	5074
2017	7883
2016	
2015	
2014	
2013	
2012	
2011	
2010	
2009	
2008	
2007	
2006	
2005	
2004	
2003	
2002	
2001	
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 11/07/201 through 11/09/2018

Site names: 056K28
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -261 @ .074 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Nov 4, 2018			Mon, Nov 5, 2018			Tue, Nov 6, 2018			Wed, Nov 7, 2018			Thu, Nov 8, 2018			Fri, Nov 9, 2018			Sat, Nov 10, 2018		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00													56			41					
01:00													26			34					
02:00													17			20					
03:00													27			22					
04:00													40			47					
05:00													71			74					
06:00													188			150					
07:00													533			481					
08:00										415			425								
09:00										350			307								
10:00										271			248								
11:00										342			288								
12:00										329			328								
13:00										300			334								
14:00										456			487								
15:00										535			593								
16:00										571			581								
17:00										463			500								
18:00										345			360								
19:00										207			261								
20:00										238			181								
21:00										143			159								
22:00										117			121								
23:00										59			97								
Total										5,141			6,228			869					
AM Peak Vol										415			533								
AM Peak Fct										1			1								
AM Peak Hr										8: 00			7: 00								
PM Peak Vol										571			593								
PM Peak Fct										1			1								
PM Peak Hr										16: 00			15: 00								
Seasonal Fct										1.010			1.010			1.010					
Daily Fct										.917			1.015			.905					
Axle Fct										.425			.425			.425					
Pulse Fct										2.000			2.000			2.000					

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Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for02/21/201 through 02/22/2017

Site names: 056S82
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -271 @ .106 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Feb 19, 2017			Mon, Feb 20, 2017			Tue, Feb 21, 2017			Wed, Feb 22, 2017			Thu, Feb 23, 2017			Fri, Feb 24, 2017			Sat, Feb 25, 2017		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							121			135											
01:00							94			94											
02:00							59			41											
03:00							38			42											
04:00							57			71											
05:00							113			171											
06:00							246			259											
07:00							625			635											
08:00							879			916											
09:00							941			1,046											
10:00							636			729											
11:00							489			511											
12:00							576			518											
13:00							525			625											
14:00							504			520											
15:00							510			558											
16:00							451			509											
17:00							455			505											
18:00							405			400											
19:00							330			434											
20:00							257			336											
21:00							224			280											
22:00							190			199											
23:00							174			165											
Total							8,899			9,699											
AM Peak Vol							941			1,046											
AM Peak Fct							1			1											
AM Peak Hr							9: 00			9: 00											
PM Peak Vol							576			625											
PM Peak Fct							1			1											
PM Peak Hr							12: 00			13: 00											
Seasonal Fct							1.025			1.025											
Daily Fct							.972			.950											
Axle Fct							.459			.459											
Pulse Fct							2.000			2.000											

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Sta ID: 056R08
Sta Type: Ramp or Rest Area
Map:
District: 5
County: Jefferson
Route: 056-I -0065 -381
Route Des I-65 RAMP from S 1ST ST
Begin MP: 0
Begin Desc:
End Mp: 0.126
End Desc:
Impact Year:
Year Added:
AADT: 6940
Year: 2018
% Single:
% Combo:
K Factor: 14.4
D Factor: 55

Year	AADT
2020	
2019	
2018	6940
2017	4932
2016	
2015	
2014	
2013	
2012	
2011	
2010	
2009	
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1992	
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Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for10/22/201 through 10/24/2018

Site names: 056R08
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -381 @ .063 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Oct 21, 2018			Mon, Oct 22, 2018			Tue, Oct 23, 2018			Wed, Oct 24, 2018			Thu, Oct 25, 2018			Fri, Oct 26, 2018			Sat, Oct 27, 2018		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							78			97											
01:00							51			52											
02:00							54			35											
03:00							48			43											
04:00							30			36											
05:00							96			101											
06:00							154			168											
07:00							364			332											
08:00							289			309											
09:00				341			343														
10:00				438			445														
11:00				542			505														
12:00				517			515														
13:00				635			595														
14:00				614			685														
15:00				788			801														
16:00				963			1,002														
17:00				803			787														
18:00				528			478														
19:00				350			468														
20:00				297			322														
21:00				183			268														
22:00				126			193														
23:00				112			259														
Total				7,237			8,830			1,173											
AM Peak Vol							505														
AM Peak Fct							1														
AM Peak Hr							11:00														
PM Peak Vol				963			1,002														
PM Peak Fct				1			1														
PM Peak Hr				16:00			16:00														
Seasonal Fct				.979			.979			.979											
Daily Fct				.978			.969			.928											
Axle Fct				.424			.424			.424											
Pulse Fct				2.000			2.000			2.000											

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ROAD AADT 6,940 NDIR AADT 0 PDIR AADT 0

DV03S: Page 1 of 1

Sta ID: 056R07
Sta Type: Ramp or Rest Area
Map:
District: 5
County: Jefferson
Route: 056-I -0065 -351
Route Des I-65 RAMP to S BROOK ST
Begin MP: 0
Begin Desc:
End Mp: 0.192
End Desc:
Impact Year:
Year Added:
AADT: 9304
Year: 2018
% Single:
% Combo:
K Factor: 12.9
D Factor: 100

Year	AADT
2020	
2019	
2018	9304
2017	8499
2016	
2015	
2014	
2013	
2012	
2011	
2010	
2009	
2008	
2007	
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1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 10/24/201 through 10/26/2018

Site names: 056R07
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -351 @ .096 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Oct 21, 2018			Mon, Oct 22, 2018			Tue, Oct 23, 2018			Wed, Oct 24, 2018			Thu, Oct 25, 2018			Fri, Oct 26, 2018			Sat, Oct 27, 2018		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00													93			75					
01:00													58			79					
02:00													55			60					
03:00													67			56					
04:00													162			148					
05:00													421			372					
06:00													1,039			928					
07:00													1,198			1,048					
08:00													1,050			1,037					
09:00													932			826					
10:00													847			731					
11:00													697			655					
12:00													793			706					
13:00													769			727					
14:00										733			688								
15:00										616			623								
16:00										498			509								
17:00										653			632								
18:00										645			656								
19:00										352			351								
20:00										224			282								
21:00										247			249								
22:00										202			216								
23:00										122			134								
Total										4,292			12,521			7,448					
AM Peak Vol													1,198			1,048					
AM Peak Fct													1			1					
AM Peak Hr													7: 00			7: 00					
PM Peak Vol													793								
PM Peak Fct													1								
PM Peak Hr													12: 00			:					
Seasonal Fct										.979			.979			.979					
Daily Fct										.928			.907			.949					
Axle Fct										.424			.424			.424					
Pulse Fct										2.000			2.000			2.000					

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Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for04/17/201 through 04/19/2017

Site names: 056R09
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -361 @ .083 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Apr 16, 2017			Mon, Apr 17, 2017			Tue, Apr 18, 2017			Wed, Apr 19, 2017			Thu, Apr 20, 2017			Fri, Apr 21, 2017			Sat, Apr 22, 2017		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							117			124											
01:00							116			77											
02:00							95			73											
03:00							96			80											
04:00							202			184											
05:00							504			474											
06:00							1,208			1,260											
07:00							1,530			1,504											
08:00							1,575			1,616											
09:00							910			998											
10:00							693			797											
11:00							759			718											
12:00							700			833											
13:00				732			681														
14:00				793			768														
15:00				699			673														
16:00				623			652														
17:00				673			909														
18:00				582			656														
19:00				368			396														
20:00				288			328														
21:00				298			305														
22:00				242			337														
23:00				174			252														
Total				5,472			14,462			8,738											
AM Peak Vol				0			1,575			1,616											
AM Peak Fct				0			1			1											
AM Peak Hr				:			8: 00			8: 00											
PM Peak Vol				0			909			0											
PM Peak Fct				0			1			0											
PM Peak Hr				:			17: 00			:											
Seasonal Fct				.982			.982			.982											
Daily Fct				1.004			.972			.956											
Axle Fct				.459			.459			.459											
Pulse Fct				2.000			2.000			2.000											

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Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for04/17/201 through 04/19/2017

Site names: 056R10
County: Jefferson
Funct Class: U Principal Arterial - Interstate
Location: 056-I -0065 -372 @ .065 From: ??? To: ???

Seasonal Factor Grp: 5
Daily Factor Grp: 5
Axle Factor Grp: 11
Growth Factor Grp: 11

	Sun, Apr 16, 2017			Mon, Apr 17, 2017			Tue, Apr 18, 2017			Wed, Apr 19, 2017			Thu, Apr 20, 2017			Fri, Apr 21, 2017			Sat, Apr 22, 2017		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							75			75											
01:00							57			41											
02:00							37			40											
03:00							31			33											
04:00							39			44											
05:00							87			93											
06:00							171			161											
07:00							391			412											
08:00							259			232											
09:00							305			323											
10:00							339			370											
11:00							454			431											
12:00				429			449														
13:00				480			429														
14:00				668			597														
15:00				838			890														
16:00				817			843														
17:00				764			720														
18:00				487			426														
19:00				439			412														
20:00				297			364														
21:00				197			357														
22:00				230			302														
23:00				172			286														
Total				5,818			8,320			2,255											
AM Peak Vol				0			454			431											
AM Peak Fct				0			1			1											
AM Peak Hr				:			11: 00			11: 00											
PM Peak Vol				838			890			0											
PM Peak Fct				1			1			0											
PM Peak Hr				15: 00			15: 00			:											
Seasonal Fct				.982			.982			.982											
Daily Fct				1.004			.972			.956											
Axle Fct				.459			.459			.459											
Pulse Fct				2.000			2.000			2.000											

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Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 09/03/20 through 09/05/2019

Site names:	056R12	Seasonal Factor Grp:	5
County:	Jefferson	Daily Factor Grp:	5
Funct Class:	U Principal Arterial - Interstate	Axle Factor Grp:	11
Location:	056-I -0065 -451 @ .069 From: ??? To: ???	Growth Factor Grp:	11

	Sun, Sep 1, 2019			Mon, Sep 2, 2019			Tue, Sep 3, 2019			Wed, Sep 4, 2019			Thu, Sep 5, 2019			Fri, Sep 6, 2019			Sat, Sep 7, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										29	29		29	29							
01:00										13	13		18	18							
02:00										21	21		14	14							
03:00										28	28		11	11							
04:00										42	42		31	31							
05:00										209	209		232	232							
06:00										548	548		565	565							
07:00										914	914		870	870							
08:00										758	758		665	665							
09:00										378	378		434	434							
10:00										264	264		289	289							
11:00										298	298		274	274							
12:00										322	322		350	350							
13:00							335	335		292	292										
14:00							282	282		242	242										
15:00							242	242		263	263										
16:00							250	250		261	261										
17:00							330	330		211	211										
18:00							219	219		278	278										
19:00							175	175		186	186										
20:00							99	99		97	97										
21:00							78	78		67	67										
22:00							56	56		70	70										
23:00							28	28		39	39										
Total							2,094	2,094		5,830	5,830		3,782	3,782							
AM Peak Vol										914	914		870	870							
AM Peak Fct										1	1		1	1							
AM Peak Hr										7: 00	7: 00		7: 00	7: 00							
PM Peak Vol										322	322										
PM Peak Fct										1	1										
PM Peak Hr										12: 00	12: 00		:	:							
Seasonal Fct							.992	.992		.992	.992		.992	.992							
Daily Fct							.968	.968		.947	.947		.912	.912							
Axle Fct							.426	.426		.426	.426		.426	.426							
Pulse Fct							2.000	2.000		2.000	2.000		2.000	2.000							

Created 04/06/2020 8:32 AM

4,647 NDIR AADT 0 PDIR AADT 4,647 DV03S: Page 1 of 1

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 09/03/20 through 09/05/2019

Site names:	056R13	Seasonal Factor Grp:	5
County:	Jefferson	Daily Factor Grp:	5
Funct Class:	U Principal Arterial - Interstate	Axle Factor Grp:	11
Location:	056-I -0065 -461 @ .222 From: ??? To: ???	Growth Factor Grp:	11

	Sun, Sep 1, 2019			Mon, Sep 2, 2019			Tue, Sep 3, 2019			Wed, Sep 4, 2019			Thu, Sep 5, 2019			Fri, Sep 6, 2019			Sat, Sep 7, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										84			121								
01:00										57			85								
02:00										41			42								
03:00										30			36								
04:00										33			35								
05:00										40			43								
06:00										117			128								
07:00										394			369								
08:00										276			280								
09:00										296			300								
10:00										328			336								
11:00										476			462								
12:00										475			548								
13:00							486			591											
14:00							628			721											
15:00							934			957											
16:00							1,265			1,155											
17:00							878			935											
18:00							588			598											
19:00							444			503											
20:00							379			381											
21:00							221			264											
22:00							186			161											
23:00							153			353											
Total							6,162			9,266			2,785								
AM Peak Vol										476			462								
AM Peak Fct										1			1								
AM Peak Hr										11: 00			11: 00								
PM Peak Vol										1,155											
PM Peak Fct										1											
PM Peak Hr										16: 00			:								
Seasonal Fct							.992			.992			.992								
Daily Fct							.968			.947			.912								
Axle Fct							.426			.426			.426								
Pulse Fct							2.000			2.000			2.000								

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Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 09/03/20 through 09/05/2019

Site names:	056R14	Seasonal Factor Grp:	5
County:	Jefferson	Daily Factor Grp:	5
Funct Class:	U Principal Arterial - Interstate	Axle Factor Grp:	11
Location:	056-I -0065 -471 @ .124 From: ??? To: ???	Growth Factor Grp:	11

	Sun, Sep 1, 2019			Mon, Sep 2, 2019			Tue, Sep 3, 2019			Wed, Sep 4, 2019			Thu, Sep 5, 2019			Fri, Sep 6, 2019			Sat, Sep 7, 2019		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										98	98		77	77							
01:00										51	51		71	71							
02:00										55	55		40	40							
03:00										56	56		41	41							
04:00										153	153		134	134							
05:00										680	680		478	478							
06:00										1,938	1,938		1,326	1,326							
07:00										2,490	2,490		1,410	1,410							
08:00										2,261	2,261		679	679							
09:00										1,617	1,617		1,144	1,144							
10:00										1,201	1,201		827	827							
11:00										1,071	1,071		820	820							
12:00										1,072	1,072		769	769							
13:00										989	989		905	905							
14:00							945	945		934	934										
15:00							825	825		841	841										
16:00							1,046	1,046		991	991										
17:00							1,529	1,529		1,569	1,569										
18:00							1,487	1,487		1,066	1,066										
19:00							408	408		511	511										
20:00							369	369		368	368										
21:00							296	296		287	287										
22:00							230	230		244	244										
23:00							145	145		165	165										
Total							7,280	7,280		20,708	20,708		8,721	8,721							
AM Peak Vol										2,490	2,490		1,410	1,410							
AM Peak Fct										1	1		1	1							
AM Peak Hr										7: 00	7: 00		7: 00	7: 00							
PM Peak Vol										1,569	1,569										
PM Peak Fct										1	1										
PM Peak Hr										17: 00	17: 00		:	:							
Seasonal Fct							.992	.992		.992	.992		.992	.992							
Daily Fct							.968	.968		.947	.947		.912	.912							
Axle Fct							.426	.426		.426	.426		.426	.426							
Pulse Fct							2.000	2.000		2.000	2.000		2.000	2.000							

Created 04/06/2020 8:32 AM

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Sta ID: 056968
Sta Type: Full Coverage
Map:
District: 5
County: Jefferson
Route: 056-KY-1631 -000
Route Desc CRITTENDEN DR
Begin MP: 1.335
Begin Desc I 65
End Mp: 1.582
End Desc: US 60A (EASTERN PARKWAY)
Impact Year:
Year Added 1995
AADT: 9117
Year: 2016
% Single: 7.511
% Combo: 1.299
K Factor: 8.5
D Factor: 56

Year	AADT
2020	
2019	
2018	
2017	
2016	9117
2015	
2014	
2013	7779
2012	
2011	
2010	9190
2009	
2008	
2007	8450
2006	
2005	
2004	9560
2003	
2002	9170
2001	
2000	15900
1999	
1998	
1997	
1996	
1995	
1994	20000
1993	
1992	
1991	

Feb 2020:

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for02/11/202 through 02/13/2020

Site names: 056968
County: Jefferson
Funct Class: U Minor Arterial
Location: 056-KY-1631 -000 @ 1.500 From: I 65 To: US 60A (EASTERN

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 16
Growth Factor Grp: 16

	Sun, Feb 9, 2020			Mon, Feb 10, 2020			Tue, Feb 11, 2020			Wed, Feb 12, 2020			Thu, Feb 13, 2020			Fri, Feb 14, 2020			Sat, Feb 15, 2020		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										80			103								
01:00										68			53								
02:00										37			39								
03:00										42			49								
04:00										48			48								
05:00										122			101								
06:00										299			303								
07:00										631			660								
08:00										722			771								
09:00										753			687								
10:00							486			576											
11:00							543			616											
12:00							590			702											
13:00							544			642											
14:00							641			612											
15:00							692			766											
16:00							807			1,004											
17:00							811			1,073											
18:00							515			1,040											
19:00							442			509											
20:00							359			363											
21:00							259			265											
22:00							219			262											
23:00							136			252											
Total							7,044			11,484			2,814								
AM Peak Vol										753											
AM Peak Fct										1											
AM Peak Hr							:			9: 00											
PM Peak Vol							811			1,073											
PM Peak Fct							1			1											
PM Peak Hr							17: 00			17: 00											
Seasonal Fct							1.040			1.040			1.040								
Daily Fct							.937			.935			.910								
Axle Fct							.493			.493			.493								
Pulse Fct							2.000			2.000			2.000								

Created 09/23/2020 10:47 AM ROAD AADT 10,190 NDIR AADT 0 PDIR AADT 0 DV03S: Page 1 of 1

Sept 2016:

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for09/13/201 through 09/15/2016

Site names: 056968
County: Jefferson
Funct Class: U Minor Arterial
Location: 056-KY-1631 -000 @ 1.500 From: I 65 To: US 60A (EASTERN

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 16
Growth Factor Grp: 16

	Sun, Sep 11, 2016			Mon, Sep 12, 2016			Tue, Sep 13, 2016			Wed, Sep 14, 2016			Thu, Sep 15, 2016			Fri, Sep 16, 2016			Sat, Sep 17, 2016		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										77			105								
01:00										52			159								
02:00										37			85								
03:00										29			36								
04:00										36			51								
05:00										137			143								
06:00										295			280								
07:00										770			796								
08:00										696			709								
09:00							498			571			527								
10:00							507			458											
11:00							527			586											
12:00							587			629											
13:00							614			634											
14:00							588			611											
15:00							661			696											
16:00							790			825											
17:00							747			856											
18:00							563			583											
19:00							430			475											
20:00							420			406											
21:00							295			338											
22:00							229			217											
23:00							147			153											
Total							7,601			10,167			2,891								
AM Peak Vol							0			770			0								
AM Peak Fct							0			1			0								
AM Peak Hr							:			7: 00			:								
PM Peak Vol							790			856			0								
PM Peak Fct							1			1			0								
PM Peak Hr							16: 00			17: 00			:								
Seasonal Fct							.980			.980			.980								
Daily Fct							.958			.962			.921								
Axle Fct							.484			.484			.484								
Pulse Fct							2.000			2.000			2.000								

Created 09/23/2020 10:47 AM ROAD AADT 9,117 NDIR AADT PDIR AADT DV03S: Page 1 of 1

Sta ID: 056W49
Sta Type: Full Coverage
Map:
District: 5
County: Jefferson
Route: 056-CS-1040F -000
Route Desc: CRITTENDEN DR
Begin MP: 0.185
Begin Desc: WARNOCK STREET
End Mp: 0.368
End Desc: CS 1216F (MOHAWK AVENUE)
Impact Year:
Year Added:
AADT: 7894
Year: 2018
% Single:
% Combo:
K Factor: 8.5
D Factor: 60

Year	AADT
2020	
2019	
2018	7894
2017	
2016	
2015	
2014	
2013	
2012	
2011	
2010	
2009	
2008	
2007	
2006	13000
2005	
2004	
2003	
2002	
2001	11300
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for12/05/201 through 12/07/2018

Site names: 056W49
County: Jefferson
Funct Class: U Minor Arterial
Location: 056-CS-1040F -000 @ .304 From: WARNOCK STREET To: CS

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 16
Growth Factor Grp: 16

	Sun, Dec 2, 2018			Mon, Dec 3, 2018			Tue, Dec 4, 2018			Wed, Dec 5, 2018			Thu, Dec 6, 2018			Fri, Dec 7, 2018			Sat, Dec 8, 2018		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00													144	62	82	137	73	64			
01:00													87	40	47	95	60	35			
02:00													73	38	35	70	33	37			
03:00													70	36	34	57	33	24			
04:00													73	31	42	110	59	51			
05:00													115	77	38	130	82	48			
06:00													222	137	85	225	131	94			
07:00													502	317	185	501	326	175			
08:00													445	295	150	469	315	154			
09:00													436	280	156	455	241	214			
10:00										472	292	180	438	263	175						
11:00										505	282	223	540	320	220						
12:00										564	324	240	553	342	211						
13:00										612	354	258	597	342	255						
14:00										609	385	224	536	322	214						
15:00										636	379	257	548	336	212						
16:00										656	370	286	595	381	214						
17:00										625	361	264	668	400	268						
18:00										376	178	198	502	299	203						
19:00										455	223	232	416	240	176						
20:00										356	199	157	330	217	113						
21:00										348	176	172	300	179	121						
22:00										289	145	144	253	138	115						
23:00										165	79	86	204	114	90						
Total										6,668	3,747	2,921	8,647	5,206	3,441	2,249	1,353	896			
AM Peak Vol													540	320	220						
AM Peak Fct													1	1	1						
AM Peak Hr										:	:	:	11: 00	11: 00	11: 00						
PM Peak Vol										656	385	286	668	400	268						
PM Peak Fct										1	1	1	1	1	1						
PM Peak Hr										16: 00	14: 00	16: 00	17: 00	17: 00	17: 00						
Seasonal Fct										1.042	1.042	1.042	1.042	1.042	1.042	1.042	1.042	1.042			
Daily Fct										.925	.925	.925	.911	.911	.911	.857	.857	.857			
Axle Fct										.474	.474	.474	.474	.474	.474	.474	.474	.474			
Pulse Fct										2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000			

Created 09/23/2020 10:47 AM

ROAD AADT 7,894 NDIR AADT 3,264 PDIR AADT 4,630

DV03S: Page 1 of 1

Sta ID: 056T34
Sta Type: Full Coverage
Map:
District: 5
County: Jefferson
Route: 056-CS-1233F -000
Route Desc: UNIVERSITY BLVD
Begin MP: 0
Begin Desc: CRITTENDEN DRIVE
End Mp: 0.339
End Desc: KY 2803 (ARTHUR STREET)
Impact Year:
Year Added:
AADT: 12106
Year: 2015
% Single:
% Combo:
K Factor: 7.4
D Factor: 55

Year	AADT
2020	
2019	
2018	
2017	
2016	
2015	12106
2014	
2013	
2012	8469
2011	
2010	
2009	
2008	
2007	
2006	10400
2005	
2004	
2003	
2002	
2001	8400
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for10/14/201 through 10/16/2015

Site names: 056T34
County: Jefferson
Funct Class: U Minor Arterial
Location: 056-CS-1233F -000 @ .066 From: CRITTENDEN DRIVE To: KY

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 16
Growth Factor Grp: 16

	Sun, Oct 11, 2015			Mon, Oct 12, 2015			Tue, Oct 13, 2015			Wed, Oct 14, 2015			Thu, Oct 15, 2015			Fri, Oct 16, 2015			Sat, Oct 17, 2015		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00													141			287					
01:00													77			143					
02:00													86			120					
03:00													133			130					
04:00													149			191					
05:00													252			238					
06:00													378			406					
07:00													847			885					
08:00													785			807					
09:00													839			758					
10:00													688			641					
11:00										711			632								
12:00										757			853								
13:00										775			722								
14:00										769			846								
15:00										859			787								
16:00										865			954								
17:00										995			1,006								
18:00										938			881								
19:00										589			743								
20:00										548			544								
21:00										436			501								
22:00										380			502								
23:00										225			404								
Total										8,847			13,750			4,606					
AM Peak Vol										0			847			0					
AM Peak Fct										0			1			0					
AM Peak Hr										:			7: 00			:					
PM Peak Vol										995			1,006			0					
PM Peak Fct										1			1			0					
PM Peak Hr										17: 00			17: 00			:					
Seasonal Fct										1.012			1.012			1.012					
Daily Fct										.955			.917			.873					
Axle Fct										.477			.477			.477					
Pulse Fct										2.000			2.000			2.000					

Created 09/23/2020 10:47 AM

ROAD AADT 12,106 NDIR AADT PDIR AADT

DV03S: Page 1 of 1

Sta ID: 56969
Sta Type: Full Coverage
Map:
District: 5
County: Jefferson
Route: 056-KY-2803 -000
Route Desc: ARTHUR ST
Begin MP: 0
Begin Desc: WARNOCK ST
End Mp: 0.276
End Desc: BRANDEIS AVENUE
Impact Year:
Year Added:
AADT: 3053
Year: 2017
% Single:
% Combo:
K Factor: 11.2
D Factor: 100

Year	AADT
2020	
2019	
2018	
2017	3053
2016	
2015	
2014	
2013	3779
2012	
2011	
2010	4050
2009	
2008	
2007	4460
2006	
2005	
2004	4450
2003	4590
2002	
2001	
2000	4120
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for09/26/201 through 09/28/2017

Site names: 056969
County: Jefferson
Funct Class: U Collector
Location: 056-KY-2803 -000 @ .176 From: WARNOCK ST To: BRANDEIS

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 17
Growth Factor Grp: 17

	Sun, Sep 24, 2017			Mon, Sep 25, 2017			Tue, Sep 26, 2017			Wed, Sep 27, 2017			Thu, Sep 28, 2017			Fri, Sep 29, 2017			Sat, Sep 30, 2017		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										40			34								
01:00										32			31								
02:00										16			24								
03:00										9			7								
04:00										7			15								
05:00										32			36								
06:00										81			73								
07:00										161			147								
08:00										150			131								
09:00										121			129								
10:00										126			144								
11:00							140			138											
12:00							224			178											
13:00							163			166											
14:00							255			229											
15:00							258			290											
16:00							328			356											
17:00							368			350											
18:00							201			194											
19:00							192			159											
20:00							154			152											
21:00							127			144											
22:00							80			78											
23:00							48			55											
Total							2,538			3,264			771								
AM Peak Vol							0			161			0								
AM Peak Fct							0			1			0								
AM Peak Hr							:			7: 00			:								
PM Peak Vol							368			356			0								
PM Peak Fct							1			1			0								
PM Peak Hr							17: 00			16: 00			:								
Seasonal Fct							.980			.980			.980								
Daily Fct							.958			.962			.921								
Axle Fct							.496			.496			.496								
Pulse Fct							2.000			2.000			2.000								

Created 09/23/2020 10:47 AM

ROAD AADT 3,053 NDIR AADT PDIR AADT

DV03S: Page 1 of 1

Sta ID: 056W70
Sta Type: Full Coverage
Map:
District: 5
County: Jefferson
Route: 056-CS-1266G -000
Route Desc: E BRANDEIS AVE
Begin MP: 0.162
Begin Desc: S FLOYD STREET
End Mp: 0.258
End Desc: KY 61 (ARTHUR STREET)
Impact Yea: 2003
Year Added: 1994
AADT: 9692
Year: 2015
% Single:
% Combo:
K Factor: 9.2
D Factor: 55

Year	AADT
2020	
2019	
2018	
2017	
2016	
2015	9692
2014	
2013	
2012	6551
2011	
2010	
2009	
2008	
2007	
2006	13500
2005	13300
2004	15000
2003	
2002	
2001	8930
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for10/14/201 through 10/16/2015

Site names: 056W70
County: Jefferson
Funct Class: U Minor Arterial
Location: 056-CS-1266G -000 @ .210 From: S FLOYD STREET To: KY 61

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 16
Growth Factor Grp: 16

	Sun, Oct 11, 2015			Mon, Oct 12, 2015			Tue, Oct 13, 2015			Wed, Oct 14, 2015			Thu, Oct 15, 2015			Fri, Oct 16, 2015			Sat, Oct 17, 2015		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00													117			158					
01:00													59			102					
02:00													41			58					
03:00													35			33					
04:00													41			40					
05:00													83			65					
06:00													205			200					
07:00													659			643					
08:00													504			471					
09:00													625			437					
10:00													539			435					
11:00										535			488								
12:00										599			740								
13:00										610			602								
14:00										777			900								
15:00										798			873								
16:00										887			925								
17:00										1,002			986								
18:00										671			719								
19:00										511			690								
20:00										484			442								
21:00										404			405								
22:00										329			343								
23:00										184			244								
Total										7,791			11,285			2,642					
AM Peak Vol										0			659			0					
AM Peak Fct										0			1			0					
AM Peak Hr										:			7: 00			:					
PM Peak Vol										1,002			986			0					
PM Peak Fct										1			1			0					
PM Peak Hr										17: 00			17: 00			:					
Seasonal Fct										1.012			1.012			1.012					
Daily Fct										.955			.917			.873					
Axle Fct										.477			.477			.477					
Pulse Fct										2.000			2.000			2.000					

Created 09/23/2020 10:47 AM

ROAD AADT 9,692 NDIR AADT PDIR AADT

DV03S: Page 1 of 1

Sta ID: 056T28
Sta Type: Full Coverage
Map:
District: 5
County: Jefferson
Route: 056-KY-0061 -002
Route Desc: E BRANDEIS AVE+ARTHUR ST
Begin MP: 10.652
Begin Desc: KY 61 NB (LYNN ST) DEPARTURE
End Mp: 11.352
End Desc: MAGNOLIA ST RAMP JUNCTION
Impact Year:
Year Added:
AADT: 6211
Year: 2013
% Single: 6.357
% Combo: 3.063
K Factor: 9.4
D Factor: 100

Year	AADT
2020	
2019	
2018	
2017	
2016	
2015	
2014	
2013	6211
2012	
2011	
2010	6930
2009	
2008	
2007	6930
2006	
2005	
2004	7350
2003	
2002	
2001	5860
2000	
1999	
1998	
1997	
1996	
1995	7150
1994	
1993	
1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for02/19/202 through 02/21/2020

Site names: 056T28
County: Jefferson
Funct Class: U Minor Arterial
Location: 056-KY-0061 -002 @ 11.002 From: KY 61 NB (LYNN ST)

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 16
Growth Factor Grp: 16

	Sun, Feb 16, 2020			Mon, Feb 17, 2020			Tue, Feb 18, 2020			Wed, Feb 19, 2020			Thu, Feb 20, 2020			Fri, Feb 21, 2020			Sat, Feb 22, 2020		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00													64			81					
01:00													34			39					
02:00													20			33					
03:00													24			24					
04:00													33			32					
05:00													78			67					
06:00													230			207					
07:00													634			582					
08:00													525			554					
09:00													407			365					
10:00													397			375					
11:00													382			453					
12:00													470			444					
13:00										430			381								
14:00										525			526								
15:00										587			568								
16:00										618			587								
17:00										611			620								
18:00										487			438								
19:00										297			321								
20:00										243			235								
21:00										386			251								
22:00										177			167								
23:00										126			116								
Total										4,487			7,508			3,256					
AM Peak Vol													634			582					
AM Peak Fct													1			1					
AM Peak Hr													7: 00			7: 00					
PM Peak Vol													620								
PM Peak Fct													1								
PM Peak Hr													17: 00			:					
Seasonal Fct										1.040			1.040			1.040					
Daily Fct										.935			.910			.886					
Axle Fct										.493			.493			.493					
Pulse Fct										2.000			2.000			2.000					

Created 09/23/2020 10:47 AM

ROAD AADT 7,123 NDIR AADT 0 PDIR AADT 0

DV03S: Page 1 of 1

Sta ID: 056L99
Sta Type: Full Coverage
Map:
District: 5
County: Jefferson
Route: 056-CS-1259F -000
Route Des E HILL ST
Begin MP: 0.191
Begin Desc EAST BURNETT AVENUE
End Mp: 0.55
End Desc: S 1ST STREET
Impact Year:
Year Adde 1994
AADT: 8063
Year: 2012
% Single:
% Combo:
K Factor: 7.8
D Factor:

Year	AADT
2020	
2019	
2018	
2017	
2016	
2015	
2014	
2013	
2012	8063
2011	
2010	
2009	
2008	
2007	
2006	10300
2005	
2004	
2003	
2002	
2001	10300
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Sta ID: 056M65
Sta Type: Full Coverage
Map:
District: 5
County: Jefferson
Route: 056-CS-1016G -000
Route Desc: E OAK ST
Begin MP: 0
Begin Desc: S 1ST STREET
End Mp: 0.657
End Desc: S CLAY STREET
Impact Year:
Year Added:
AADT: 8872
Year: 2015
% Single:
% Combo:
K Factor: 8
D Factor: 55

Year	AADT
2020	
2019	
2018	
2017	
2016	
2015	8872
2014	
2013	
2012	3692
2011	
2010	
2009	9520
2008	
2007	
2006	9770
2005	
2004	
2003	
2002	
2001	
2000	8170
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for08/03/201 through 08/05/2015

Site names: 056M65
County: Jefferson
Funct Class: U Collector
Location: 056-CS-1016G -000 @ .100 From: S 1ST STREET To: S CLAY

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 17
Growth Factor Grp: 17

	Sun, Aug 2, 2015			Mon, Aug 3, 2015			Tue, Aug 4, 2015			Wed, Aug 5, 2015			Thu, Aug 6, 2015			Fri, Aug 7, 2015			Sat, Aug 8, 2015		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							126			116											
01:00							80			88											
02:00							74			92											
03:00							62			74											
04:00							104			94											
05:00							160			176											
06:00							286			265											
07:00							494			464											
08:00							539			498											
09:00				454			499														
10:00				489			496														
11:00				596			564														
12:00				652			623														
13:00				543			639														
14:00				650			676														
15:00				658			639														
16:00				760			745														
17:00				737			740														
18:00				484			533														
19:00				359			514														
20:00				335			370														
21:00				297			280														
22:00				273			252														
23:00				207			193														
Total				7,494			9,688			1,867											
AM Peak Vol				0			564			0											
AM Peak Fct				0			1			0											
AM Peak Hr				:			11:00			:											
PM Peak Vol				760			745			0											
PM Peak Fct				1			1			0											
PM Peak Hr				16:00			16:00			:											
Seasonal Fct				.986			.986			.986											
Daily Fct				.981			.963			.961											
Axle Fct				.487			.487			.487											
Pulse Fct				2.000			2.000			2.000											

Created 09/23/2020 10:52 AM

ROAD AADT 8,872 NDIR AADT PDIR AADT

DV03S: Page 1 of 1

Sta ID: 056M58
Sta Type: In Adjacent County
Map:
District: 5
County: Jefferson
Route: 056-CS-1022G -000
Route Desc: E ST CATHERINE ST
Begin MP: 1.226
Begin Desc: E OAK STREET
End Mp: 1.317
End Desc: SOUTH FIRST STREET
Impact Year:
Year Added: 1994
AADT: 4034
Year: 2014
% Single:
% Combo:
K Factor: 8.3
D Factor: 100

Year	AADT
2020	
2019	
2018	
2017	
2016	
2015	
2014	4034
2013	
2012	
2011	
2010	
2009	
2008	4000
2007	
2006	
2005	7040
2004	
2003	
2002	
2001	7190
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for08/11/202 through 08/13/2020

Site names: 056M58
County: Jefferson
Funct Class: U Minor Arterial
Location: 056-CS-1368G -000 @ .200 From: E OAK STREET To: KY 864

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 16
Growth Factor Grp: 16

	Sun, Aug 9, 2020			Mon, Aug 10, 2020			Tue, Aug 11, 2020			Wed, Aug 12, 2020			Thu, Aug 13, 2020			Fri, Aug 14, 2020			Sat, Aug 15, 2020		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										151			187								
01:00										115			115								
02:00										65			74								
03:00										44			41								
04:00										24			28								
05:00										11			24								
06:00										15			14								
07:00										22			19								
08:00										35			38								
09:00										104			96								
10:00										175			175								
11:00										200			185								
12:00										173			172								
13:00										178			188								
14:00										222			228								
15:00										303			266								
16:00										247			292								
17:00										268			272								
18:00										285			271								
19:00							299			269			276								
20:00							303			311											
21:00							264			250											
22:00							214			241											
23:00							185			214											
Total							1,265			3,922			2,961								
AM Peak Vol										200			187								
AM Peak Fct										.909			.766								
AM Peak Hr										11: 00			0: 00								
PM Peak Vol										311											
PM Peak Fct										.854											
PM Peak Hr										20: 00			:								
Seasonal Fct							.947			.947			.947								
Daily Fct							.979			.947			.931								
Axle Fct							.493			.493			.493								
Pulse Fct							2.000			2.000			2.000								

Created 09/23/2020 10:52 AM ROAD AADT 3,476 NDIR AADT 0 PDIR AADT 0 DV03S: Page 1 of 1

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for06/05/201 through 06/07/2017

Site names: 056M80
County: Jefferson
Funct Class: U Collector
Location: 056-CS-1003F -000 @ 1.311 From: US 150 To: E MAGNOLIA

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 17
Growth Factor Grp: 17

	Sun, Jun 4, 2017			Mon, Jun 5, 2017			Tue, Jun 6, 2017			Wed, Jun 7, 2017			Thu, Jun 8, 2017			Fri, Jun 9, 2017			Sat, Jun 10, 2017		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							46			67											
01:00							36			31											
02:00							22			35											
03:00							27			31											
04:00							58			33											
05:00							91			87											
06:00							220			230											
07:00							359			344											
08:00							366			325											
09:00							287			268											
10:00							323			317											
11:00				414			401														
12:00				388			449														
13:00				436			426														
14:00				469			478														
15:00				597			592														
16:00				722			735														
17:00				559			581														
18:00				300			333														
19:00				224			301														
20:00				189			184														
21:00				130			153														
22:00				113			107														
23:00				90			86														
Total				4,641			6,661			1,768											
AM Peak Vol				0			401			0											
AM Peak Fct				0			1			0											
AM Peak Hr				:			11: 00			:											
PM Peak Vol				722			735			0											
PM Peak Fct				1			1			0											
PM Peak Hr				16: 00			16: 00			:											
Seasonal Fct				.967			.967			.967											
Daily Fct				.986			.976			.961											
Axle Fct				.496			.496			.496											
Pulse Fct				2.000			2.000			2.000											

Created 09/23/2020 10:52 AM ROAD AADT 6,128 NDIR AADT PDIR AADT DV03S: Page 1 of 1

Sta ID: 056K48
Sta Type: Full Coverage
Map:
District: 5
County: Jefferson
Route: 056-CS-1006F -000
Route Desc: S BROOK ST
Begin MP: 2.575
Begin Desc: US 150 (E BROADWAY)
End Mp: 3.114
End Desc: E JEFFERSON STREET
Impact Year:
Year Added: 2004
AADT: 8910
Year: 2009
% Single:
% Combo:
K Factor:
D Factor:

Year	AADT
2020	
2019	
2018	
2017	
2016	
2015	
2014	
2013	
2012	
2011	
2010	
2009	8910
2008	
2007	
2006	14000
2005	12700
2004	15100
2003	
2002	
2001	
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for02/11/202 through 02/13/2020

Site names: 056K48
County: Jefferson
Funct Class: U Minor Arterial
Location: 056-CS-1006F -000 @ 2.844 From: US 150 (E BROADWAY) To: E

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 16
Growth Factor Grp: 16

	Sun, Feb 9, 2020			Mon, Feb 10, 2020			Tue, Feb 11, 2020			Wed, Feb 12, 2020			Thu, Feb 13, 2020			Fri, Feb 14, 2020			Sat, Feb 15, 2020		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										137			149								
01:00										106			92								
02:00										72			77								
03:00										96			99								
04:00										155			156								
05:00										326			305								
06:00										789			686								
07:00										1,385			1,430								
08:00										1,394			1,403								
09:00							1,057			1,035											
10:00							852			865											
11:00							807			860											
12:00							923			1,085											
13:00							869			938											
14:00							1,004			1,110											
15:00							1,028			1,130											
16:00							1,079			1,122											
17:00							1,091			1,169											
18:00							876			1,083											
19:00							547			586											
20:00							363			420											
21:00							309			315											
22:00							279			318											
23:00							202			307											
Total							11,286			16,803			4,397								
AM Peak Vol										1,394											
AM Peak Fct										1											
AM Peak Hr										8: 00											
PM Peak Vol							1,091			1,169											
PM Peak Fct							1			1											
PM Peak Hr							17: 00			17: 00											
Seasonal Fct							1.040			1.040			1.040								
Daily Fct							.937			.935			.910								
Axle Fct							.493			.493			.493								
Pulse Fct							2.000			2.000			2.000								

Created 09/23/2020 10:52 AM ROAD AADT 15,510 NDIR AADT 0 PDIR AADT 0 DV03S: Page 1 of 1

Sta ID: 056S05
Sta Type: Full Coverage
Map:
District: 5
County: Jefferson
Route: 056-CS-1002F -000
Route Desc: S 1ST ST
Begin MP: 0
Begin Desc: US 31E (E MAIN STREET)
End Mp: 0.722
End Desc: US 150 (W BROADWAY)
Impact Year:
Year Added: 2004
AADT: 5684
Year: 2013
% Single:
% Combo:
K Factor: 14.1
D Factor: 100

Year	AADT
2020	
2019	
2018	
2017	
2016	
2015	
2014	
2013	5684
2012	
2011	
2010	7310
2009	
2008	
2007	13300
2006	12000
2005	12200
2004	14500
2003	
2002	
2001	
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for07/09/201 through 07/11/2013

Site names: 056S05
County: Jefferson
Funct Class: U Minor Arterial
Location: 056-CS-1002F -000 @ .400 From: US 31E (E MAIN STREET) To:

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 16
Growth Factor Grp: 16

	Sun, Jul 7, 2013			Mon, Jul 8, 2013			Tue, Jul 9, 2013			Wed, Jul 10, 2013			Thu, Jul 11, 2013			Fri, Jul 12, 2013			Sat, Jul 13, 2013		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										35			51								
01:00										40			14								
02:00										25			4								
03:00										26			6								
04:00										28			11								
05:00										145			37								
06:00										422			127								
07:00										478			311								
08:00										514			354								
09:00										443			488								
10:00										413			427								
11:00							352			389											
12:00							424			485											
13:00							409			458											
14:00							388			379											
15:00							328			884											
16:00							352			792											
17:00							357			419											
18:00							251			331											
19:00							156			149											
20:00							116			136											
21:00							112			132											
22:00							109			101											
23:00							68			77											
Total							3,422			7,301			1,830								
AM Peak Vol							0			514			0								
AM Peak Fct							0			1			0								
AM Peak Hr							:			8: 00			:								
PM Peak Vol							424			884			0								
PM Peak Fct							1			1			0								
PM Peak Hr							12: 00			15: 00			:								
Seasonal Fct							.994			.994			.994								
Daily Fct							.948			.957			.946								
Axle Fct							.478			.478			.478								
Pulse Fct							2.000			2.000			2.000								

Created 09/23/2020 10:52 AM

ROAD AADT 5,684 NDIR AADT PDIR AADT

DV03S: Page 1 of 1

Sta ID: 056K67
Sta Type: In Adjacent County
Map:
District: 5
County: Jefferson
Route: 056-CS-1014B -000
Route Desc: E JEFFERSON ST
Begin MP: 0
Begin Desc: SOUTH FIRST STREET
End Mp: 1.05
End Desc: SOUTH FIRST STREET
Impact Year:
Year Added: 1994
AADT: 9281
Year: 2012
% Single:
% Combo:
K Factor: 13.5
D Factor:

Year	AADT
2020	
2019	
2018	
2017	
2016	
2015	
2014	
2013	
2012	9281
2011	
2010	
2009	10200
2008	
2007	
2006	9400
2005	
2004	
2003	
2002	
2001	8790
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for03/09/202 through 03/11/2020

Site names: 056K67
County: Jefferson
Funct Class: U Minor Arterial
Location: 056-CS-1002A -000 @ .400 From: SOUTH FIRST STREET To:

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 16
Growth Factor Grp: 16

	Sun, Mar 8, 2020			Mon, Mar 9, 2020			Tue, Mar 10, 2020			Wed, Mar 11, 2020			Thu, Mar 12, 2020			Fri, Mar 13, 2020			Sat, Mar 14, 2020		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							51			88											
01:00							35			34											
02:00							32			27											
03:00							22			32											
04:00							21			34											
05:00							48			49											
06:00							182			177											
07:00							422			442											
08:00							693			672											
09:00							738			608											
10:00							477			436											
11:00							453			473											
12:00				561			514														
13:00				583			491														
14:00				527			495														
15:00				558			548														
16:00				616			611														
17:00				624			702														
18:00				371			397														
19:00				262			232														
20:00				188			196														
21:00				157			159														
22:00				128			150														
23:00				92			226														
Total				4,667			7,895			3,072											
AM Peak Vol							738			672											
AM Peak Fct							1			1											
AM Peak Hr							9: 00			8: 00											
PM Peak Vol				624			702														
PM Peak Fct				1			1														
PM Peak Hr				17: 00			17: 00														
Seasonal Fct				1.002			1.002			1.002											
Daily Fct				.971			.944			.929											
Axle Fct				.493			.493			.493											
Pulse Fct				2.000			2.000			2.000											

Created 09/23/2020 10:52 AM ROAD AADT 7,327 NDIR AADT 0 PDIR AADT 0 DV03S: Page 1 of 1

Sta ID: 056M74
Sta Type: In Adjacent County
Map:
District: 5
County: Jefferson
Route: 056-CS-1071G -000
Route Des E CHESTNUT ST
Begin MP: 0
Begin Desc ROY WILKINS AVENUE
End Mp: 0.757
End Desc: S SHELBY STREET
Impact Year:
Year Added:
AADT: 9713
Year: 2013
% Single:
% Combo:
K Factor: 9.4
D Factor: 100

Year	AADT
2020	
2019	
2018	
2017	
2016	
2015	
2014	
2013	9713
2012	
2011	
2010	
2009	
2008	
2007	9710
2006	
2005	
2004	12500
2003	
2002	
2001	
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Sta ID: 056N79
Sta Type: Full Coverage
Map:
District: 5
County: Jefferson
Route: 056-CS-1002F -000
Route Desc: S 1ST ST
Begin MP: 0.722
Begin Desc: US 150 (W BROADWAY)
End Mp: 2.347
End Desc: S BROOK STREET
Impact Year:
Year Added: 1994
AADT: 3295
Year: 2015
% Single:
% Combo:
K Factor: 9.7
D Factor: 55

Year	AADT
2020	
2019	
2018	
2017	
2016	
2015	3295
2014	
2013	
2012	
2011	
2010	
2009	3650
2008	
2007	
2006	4780
2005	
2004	
2003	
2002	
2001	4890
2000	
1999	
1998	
1997	
1996	
1995	
1994	
1993	
1992	
1991	

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for08/03/201 through 08/05/2015

Site names: 056N79
County: Jefferson
Funct Class: U Collector
Location: 056-CS-1002F -000 @ 1.300 From: US 150 (W BROADWAY) To:

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 17
Growth Factor Grp: 17

	Sun, Aug 2, 2015			Mon, Aug 3, 2015			Tue, Aug 4, 2015			Wed, Aug 5, 2015			Thu, Aug 6, 2015			Fri, Aug 7, 2015			Sat, Aug 8, 2015		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							60			43											
01:00							34			36											
02:00							21			19											
03:00							25			21											
04:00							27			21											
05:00							46			33											
06:00							87			83											
07:00							157			137											
08:00							191			177											
09:00							176			176											
10:00							207			180											
11:00				226			241														
12:00				246			239														
13:00				215			220														
14:00				244			268														
15:00				230			241														
16:00				302			337														
17:00				350			337														
18:00				203			175														
19:00				143			169														
20:00				135			128														
21:00				134			94														
22:00				123			104														
23:00				90			77														
Total				2,641			3,661			926											
AM Peak Vol				0			241			0											
AM Peak Fct				0			1			0											
AM Peak Hr				:			11:00			:											
PM Peak Vol				350			337			0											
PM Peak Fct				1			1			0											
PM Peak Hr				17:00			16:00			:											
Seasonal Fct				.986			.986			.986											
Daily Fct				.981			.963			.961											
Axle Fct				.487			.487			.487											
Pulse Fct				2.000			2.000			2.000											

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ROAD AADT 3,364 NDIR AADT PDIR AADT

DV03S: Page 1 of 1

Sta ID: 056K17
Sta Type: Classification
Map:
District: 5
County: Jefferson
Route: 056-KY-0061 -000
Route Desc: S PRESTON ST
Begin MP: 10.455
Begin Desc: KY 61 (PRESTON STREET)
End Mp: 10.955
End Desc: I 65 JUNCTION
Impact Year:
Year Added:
AADT: 8323
Year: 2016
% Single: 2.954
% Combo: 1.195
K Factor: 9.8
D Factor: 76

Year	AADT
2020	
2019	
2018	
2017	
2016	8323
2015	
2014	
2013	8386
2012	
2011	
2010	8910
2009	
2008	
2007	8280
2006	
2005	
2004	9220
2003	
2002	
2001	8790
2000	
1999	
1998	
1997	
1996	
1995	6270
1994	
1993	
1992	
1991	

Feb 2020 Count: 8010

Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for02/18/202 through 02/20/2020

Site names: 056K17
County: Jefferson
Funct Class: U Minor Arterial
Location: 056-KY-0061 -000 @ 10.700 From: KY 61 (PRESTON STREET)

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 16
Growth Factor Grp: 16

	Sun, Feb 16, 2020			Mon, Feb 17, 2020			Tue, Feb 18, 2020			Wed, Feb 19, 2020			Thu, Feb 20, 2020			Fri, Feb 21, 2020			Sat, Feb 22, 2020		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										40	32	8	53	42	11						
01:00										32	27	5	38	29	9						
02:00										16	10	6	22	17	5						
03:00										25	20	5	24	21	3						
04:00										48	44	4	51	47	4						
05:00										113	96	17	140	125	15						
06:00										279	253	26	279	250	29						
07:00										724	682	42	631	575	56						
08:00										757	707	50	631	592	39						
09:00							754	681	73	467	409	58									
10:00							420	346	74	338	271	67									
11:00							348	280	68	377	296	81									
12:00							453	369	84	470	376	94									
13:00							411	341	70	456	361	95									
14:00							528	441	87	556	446	110									
15:00							570	464	106	605	498	107									
16:00							642	505	137	735	578	157									
17:00							644	482	162	713	545	168									
18:00							432	347	85	600	499	101									
19:00							328	274	54	364	312	52									
20:00							239	195	44	249	212	37									
21:00							185	155	30	229	177	52									
22:00							124	101	23	168	139	29									
23:00							91	70	21	120	92	28									
Total							6,169	5,051	1,118	8,481	7,082	1,399	1,869	1,698	171						
AM Peak Vol										757	707	81									
AM Peak Fct										1	1	1									
AM Peak Hr							-	-	-	8: 00	8: 00	11: 00									
PM Peak Vol							644	505	162	735	578	168									
PM Peak Fct							1	1	1	1	1	1									
PM Peak Hr							17: 00	16: 00	17: 00	16: 00	16: 00	17: 00									
Seasonal Fct							1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040	1.040						
Daily Fct							.937	.937	.937	.935	.935	.935	.910	.910	.910						
Axle Fct							.500	.500	.500	.500	.500	.500	.500	.500	.500						
Pulse Fct							2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000						

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ROAD AADT 8,010 NDIR AADT 1,305 PDIR AADT 6,705

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Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 03/03/20 through 03/05/2020

Site names: 056S15
County: Jefferson
Funct Class: U Minor Arterial
Location: 056-CS-1048G -000 @ .825 From: KY 61 To: SOUTH FIRST

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 16
Growth Factor Grp: 16

	Sun, Mar 1, 2020			Mon, Mar 2, 2020			Tue, Mar 3, 2020			Wed, Mar 4, 2020			Thu, Mar 5, 2020			Fri, Mar 6, 2020			Sat, Mar 7, 2020		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00										74			42								
01:00										42			41								
02:00										38			28								
03:00										19			33								
04:00										46			47								
05:00										173			152								
06:00										449			425								
07:00										659			680								
08:00										768			679								
09:00										596			512								
10:00										502			503								
11:00										566			592								
12:00										600			593								
13:00							510			602											
14:00							581			548											
15:00							615			591											
16:00							597			599											
17:00							571			551											
18:00							420			435											
19:00							338			304											
20:00							227			234											
21:00							145			182											
22:00							123			136											
23:00							116			105											
Total							4,243			8,819			4,327								
AM Peak Vol										768			680								
AM Peak Fct										1			1								
AM Peak Hr										8: 00			7: 00								
PM Peak Vol										602											
PM Peak Fct										1											
PM Peak Hr										13: 00			:								
Seasonal Fct							1.002			1.002			1.002								
Daily Fct							.944			.929			.933								
Axle Fct							.493			.493			.493								
Pulse Fct							2.000			2.000			2.000								

Created 09/09/2020 7:47 AM

8,019 NDIR AADT 0 PDIR AADT 0

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Kentucky Transportation Cabinet

Short-term Hourly Traffic Volume for 01/06/20 through 01/08/2020

Site names: 056960
County: Jefferson
Funct Class: U Minor Arterial
Location: 056-US-0060A -000 @ 4.301 From: I 65 UNDERPASS To:

Seasonal Factor Grp: 3
Daily Factor Grp: 3
Axle Factor Grp: 16
Growth Factor Grp: 16

	Sun, Jan 5, 2020			Mon, Jan 6, 2020			Tue, Jan 7, 2020			Wed, Jan 8, 2020			Thu, Jan 9, 2020			Fri, Jan 10, 2020			Sat, Jan 11, 2020		
	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg	Road	Pos	Neg
00:00							152			175											
01:00							126			93											
02:00							59			71											
03:00							73			82											
04:00							114			93											
05:00							219			214											
06:00							438			484											
07:00							1,090			1,120											
08:00							1,287			1,404											
09:00							1,055			1,104											
10:00							941			964											
11:00							1,046			961											
12:00							1,404			1,301											
13:00							1,206			1,223											
14:00							1,401			1,433											
15:00							1,517			1,658											
16:00				1,637			1,816														
17:00				1,780			1,888														
18:00				1,329			1,370														
19:00				1,035			953														
20:00				708			777														
21:00				573			668														
22:00				382			419														
23:00				313			321														
Total				7,757			20,340			12,380											
AM Peak Vol							1,287			1,404											
AM Peak Fct							1			1											
AM Peak Hr							8: 00			8: 00											
PM Peak Vol							1,888														
PM Peak Fct							1														
PM Peak Hr							17: 00			:											
Seasonal Fct				1.123			1.123			1.123											
Daily Fct				.937			.987			.938											
Axle Fct				.492			.492			.492											
Pulse Fct				2.000			2.000			2.000											

Created 09/09/2020 7:47 AM

21,534 NDIR AADT 0 PDIR AADT 0

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Study Name: Crittenden Dr & Central Ave

Leg	North							East							South							West							
Direction	Southbound							Westboun							Northbour							Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2017-01-17 07:00:00	48	63	3	0	114	0	0	3	1	3	0	7	0	0	7	86	64	0	157	0	0	22	7	63	0	92	0	0	370
2017-01-17 07:15:00	64	78	7	0	149	0	0	4	4	3	0	11	0	0	7	93	73	0	173	0	0	28	9	96	0	133	0	0	466
2017-01-17 07:30:00	87	81	4	0	172	0	0	4	2	2	0	8	0	0	4	101	94	0	199	0	0	31	2	86	0	119	0	0	498
2017-01-17 07:45:00	81	70	3	0	154	0	0	2	5	3	0	10	0	0	1	106	90	0	197	0	0	19	4	81	0	104	0	0	465
2017-01-17 08:00:00	63	42	1	0	106	0	0	2	4	1	0	7	0	0	4	119	67	0	190	0	0	28	2	90	0	120	0	0	423
2017-01-17 08:15:00	77	59	7	0	143	0	0	3	4	1	0	8	0	0	3	92	91	0	186	0	0	20	4	96	0	120	0	0	457
2017-01-17 08:30:00	65	49	4	0	118	0	0	4	2	2	0	8	0	0	5	168	138	0	311	0	0	18	2	65	0	85	0	0	522
2017-01-17 08:45:00	83	51	6	0	140	0	0	2	3	3	0	8	0	0	7	155	100	0	262	0	0	38	5	91	0	134	0	0	544
2017-01-17 09:00:00	77	57	6	0	140	0	0	2	3	0	0	5	1	0	2	143	126	0	271	0	0	20	3	58	0	81	0	0	497
2017-01-17 09:15:00	52	51	1	0	104	0	0	5	1	1	0	7	0	0	5	117	80	0	202	0	0	31	4	83	0	118	0	0	431
2017-01-17 09:30:00	51	49	6	0	106	0	0	6	1	0	0	7	0	2	6	71	52	0	129	0	3	28	5	65	0	98	1	1	340
2017-01-17 09:45:00	47	56	2	0	105	0	0	3	4	2	1	10	0	0	4	49	41	0	94	0	0	29	4	72	0	105	0	0	314
2017-01-17 10:00:00	57	58	1	0	116	0	0	4	2	2	0	8	0	0	4	58	45	0	107	0	0	28	2	67	0	97	0	0	328
2017-01-17 10:15:00	77	57	3	0	137	0	0	5	2	3	0	10	0	0	6	64	62	0	132	0	0	32	14	50	0	96	1	0	375
2017-01-17 10:30:00	79	51	3	0	133	0	2	10	7	2	0	19	0	0	4	60	39	0	103	0	0	23	1	79	0	103	0	2	358
2017-01-17 10:45:00	64	60	6	0	130	0	0	4	3	2	0	9	0	0	5	62	46	0	113	0	0	34	3	74	1	112	0	0	364
2017-01-17 11:00:00	58	47	7	0	112	0	0	8	10	4	0	22	1	0	6	50	39	0	95	1	0	42	1	97	0	140	0	0	369
2017-01-17 11:15:00	57	52	4	0	113	0	0	4	2	1	0	7	0	0	18	80	37	0	135	0	0	24	8	60	0	92	0	0	347
2017-01-17 11:30:00	79	55	7	0	141	0	0	5	1	3	0	9	0	0	14	98	44	0	156	0	0	26	3	82	1	112	0	0	418
2017-01-17 11:45:00	69	62	9	0	140	0	0	5	6	5	0	16	0	0	12	60	45	0	117	1	0	30	16	81	0	127	0	0	400
2017-01-17 12:00:00	50	73	6	0	129	0	0	7	15	4	0	26	0	1	5	89	51	0	145	0	1	37	3	94	1	135	0	0	435
2017-01-17 12:15:00	97	94	18	0	209	0	0	8	3	4	0	15	0	0	7	75	58	0	140	1	0	42	4	91	0	137	0	0	501
2017-01-17 12:30:00	74	82	14	0	170	0	0	4	8	5	0	17	0	0	7	87	59	0	153	0	1	45	2	112	0	159	0	0	499
2017-01-17 12:45:00	78	75	7	0	160	0	0	11	4	6	0	21	0	0	7	58	48	0	113	0	1	43	5	85	0	133	0	0	427
2017-01-17 13:00:00	71	67	3	0	141	0	0	15	11	5	0	31	0	0	7	66	42	0	115	3	1	38	7	95	1	141	0	0	428
2017-01-17 13:15:00	64	65	5	0	134	0	0	8	10	14	0	32	0	0	9	66	56	0	131	0	0	38	10	86	0	134	0	0	431
2017-01-17 13:30:00	59	69	1	0	129	0	0	5	4	4	0	13	0	0	4	68	50	0	122	1	0	43	2	81	1	127	0	0	391
2017-01-17 13:45:00	70	74	4	0	148	0	0	15	6	3	0	24	0	0	7	71	42	0	120	0	3	42	3	100	0	145	0	1	437
2017-01-17 14:00:00	70	73	2	0	145	0	0	10	2	5	0	17	0	0	3	67	43	1	114	0	0	38	0	119	0	157	0	0	433
2017-01-17 14:15:00	57	64	5	0	126	0	0	9	5	4	0	18	0	0	6	83	38	0	127	0	0	48	0	102	0	150	0	0	421
2017-01-17 14:30:00	90	76	4	0	170	0	0	2	6	2	0	10	0	0	4	73	66	0	143	0	0	42	0	186	0	228	0	0	551
2017-01-17 14:45:00	86	91	2	0	179	0	0	12	10	2	0	24	0	0	5	81	58	0	144	0	0	45	1	113	0	159	0	0	506
2017-01-17 15:00:00	76	78	1	0	155	2	0	8	2	5	0	15	0	0	9	108	47	0	164	0	0	46	0	103	0	149	0	0	483
2017-01-17 15:15:00	83	71	4	0	158	0	0	4	2	3	0	9	0	0	5	82	61	0	148	0	0	29	1	102	0	132	0	0	447
2017-01-17 15:30:00	81	80	2	0	163	0	0	9	4	3	0	16	0	0	9	103	52	0	164	0	0	46	7	135	0	188	0	0	531
2017-01-17 15:45:00	78	87	4	0	169	0	0	18	15	3	0	36	0	0	9	86	68	0	163	0	0	60	1	114	0	175	0	0	543
2017-01-17 16:00:00	85	77	4	0	166	0	0	16	10	4	0	30	0	0	6	110	54	0	170	0	0	34	4	192	0	230	1	0	596
2017-01-17 16:15:00	108	87	3	0	198	0	0	8	6	2	0	16	0	0	10	101	68	0	179	0	0	55	2	123	0	180	0	0	573
2017-01-17 16:30:00	99	73	6	0	178	0	0	10	2	4	0	16	0	0	4	112	51	0	167	0	0	57	3	136	0	196	0	0	557
2017-01-17 16:45:00	86	87	12	0	185	0	0	6	1	5	0	12	0	0	8	88	61	0	157	0	0	62	1	118	0	181	0	0	535
2017-01-17 17:00:00	75	94	4	0	173	0	0	13	9	3	0	25	0	0	4	109	48	0	161	0	0	62	4	148	0	214	0	0	573
2017-01-17 17:15:00	75	89	5	0	169	0	0	14	5	5	0	24	0	1	9	76	52	0	137	0	2	49	4	142	0	195	0	0	525
2017-01-17 17:30:00	82	118	4	0	204	0	0	6	4	7	0	17	0	0	13	77	55	0	145	0	0	56	8	146	0	210	0	0	576
2017-01-17 17:45:00	78	109	4	0	191	0	0	8	8	0	0	16	0	0	5	86	57	0	148	0	0	38	6	84	0	128	0	0	483
2017-01-17 18:00:00	75	65	3	0	143	0	0	15	3	2	0	20	0	1	13	80	54	0	147	0	1	26	5	85	0	116	1	1	426
2017-01-17 18:15:00	78	56	2	0	136	1	0	5	1	3	0	9	0	1	12	68	41	0	121	0	0	32	3	87	0	122	0	0	388
2017-01-17 18:30:00	59	68	3	0	130	0	0	11	1	9	0	21	0	0	9	76	34	0	119	0	0	23	3	87	0	113	0	0	383
2017-01-17 18:45:00	57	58	4	0	119	1	0	4	1	4	0	9	0	1	6	50	36	0	92	0	1	16	0	80	0	96	1	0	316
Grand Total	**3476**	**3348**	**226**	**0**	**7050**	**4**	**2**	**346**	**225**	**163**	**1**	**735**	**2**	**7**	**326**	**4128**	**2823**	**1**	**7278**	**7**	**14**	**1743**	**188**	**4682**	**5**	**6618**	**5**	**5**	**21681**
% Approach	0.493049645	0.474894	0.032057	0				0.470748	0.306122	0.221769	0.001361				0.044793	0.567189	0.387881	0.000137				0.263373	0.028407	0.707464	0.000756				
% Total	0.160324708	0.154421	0.010424	0	0.32517			0.015959	0.010378	0.007518	4.61E-05	0.033901			0.015036	0.190397	0.130206	4.61E-05	0.335686			0.080393	0.008671	0.215949	0.000231	0.305244			
Lights and Motorcycles	3284	3118	216	0	6618			315	209	150	1	675			300	3882	2641	1	6824			1645	173	4389	5	6212			20329
% Lights and Motorcycles	0.944764097	0.931302	0.955752	0	0.938723			0.910405	0.928889	0.920245	1	0.918367			0.920245	0.940407	0.93553	1	0.93762			0.943775	0.920213	0.93742	1	0.938652			0.937641
Heavy	192	229	10	0	431			31	16	13	0	60			26	246	182	0	454			98	15	293	0	406			1351
% Heavy	0.055235903	0.068399	0.044248	0	0.061135			0.089595	0.071111	0.079755	0	0.081633			0.079755	0.059593	0.06447	0	0.06238			0.056225	0.079787	0.06258	0	0.061348			0.062313
Bicycles on Road	0	1	0	0	1			0	0	0	0	0			0	0	0	0	0			0	0	0	0	0			1
% Bicycles on Road	0	0.000299	0	0	0.000142			0	0	0	0	0			0	0	0	0	0			0	0	0	0	0			4.61E-05
Pedestrians						4	2						2	7						7	14						5	5	
% Pedestrians						1	1						1	1						1	1						1	1	
AM PEAK TOTAL	302	216	23	0	**541**	0	0	11	12	6	0	**29**	1	0	17	558	455	0	**1030**	0	0	96	14	310	0	**420**	0	0	**2020**
% Approach	55.8%	39.9%	4.3%	0.0%				37.9%	41.4%	20.7%	0.0%				1.7%	54.2%	44.2%	0.0%				22.9%	3.3%	73.8%	0.0%				
% Total	15.0%	10.7%	1.1%	0.0%	**26.8%**			0.5%	0.6%	0.3%	0.0%	**1.4%**			0.8%	27.6%	22.5%	0.0%	**51.0%**			4.8%	0.7%	15.3%	0.0%	**20.8%**			
PHF (8:15 AM - 9:15 AM)	0.91	0.915	0.821	0	**0.946**			0.688	0.75	0.5	0	**0.906**			0.607	0.83	0.824	0	**0.828**			0.632	0.7	0.807	0	**0.784**			**0.928**
Lights and Motorcycles	283	185	21	0	**489**			8	11	3	0	**22**			13	531	430	0	**974**			83	12	266	0	**361**			**1846**
% Lights and Motorcycles	93.7%	85.6%	91.3%	0.0%	**90.4%**			72.7%	91.7%	50.0%	0.0%	**75.9%**			76.5%	95.2%	94.5%	0.0%	**94.6%**			86.5%	85.7%	85.8%	0.0%	**86.0%**			**91.4%**
Heavy	19	31	2	0	**52**			3	1	3	0	**7**			4	27	25	0	**56**			13	2	44	0	**59**			**174**
% Heavy	6.3%	14.4%	8.7%	0.0%	**9.6%**			27.3%	8.3%	50.0%	0.0%	**24.1%**			23.5%	4.8%	5.5%	0.0%	**5.4%**			13.5%	14.3%	14.2%	0.0%	**14.0%**			**8.6%**
Bicycles on Road	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians						0	0						1	0						0	0						0	0	
% Pedestrians						0.0%	0.0%						100.0%	0.0%						0.0%	0.0%						0.0%	0.0%	
PM PEAK TOTAL	370	324	17	0	**711**	0	0	52	33	13	0	**98**	0	0	29	409	241	0	**679**	0	0	206	10	565	0	**781**	1	0	**2269**
% Approach	52.0%	45.6%	2.4%	0.0%				53.1%	33.7%	13.3%	0.0%				4.3%	60.2%	35.5%	0.0%				26.4%	1.3%	72.3%	0.0%				
% Total	16.3%	14.3%	0.7%	0.0%	**31.3%**			2.3%	1.5%	0.6%	0.0%	**4.3%**			1.3%	18.0%	10.6%	0.0%	**29.9%**			9.1%	0.4%	24.9%	0.0%	**34.4%**			
PHF (3:45 PM - 4:45 PM)	0.856	0.931	0.708	0	**0.898**			0.722	0.55	0.813	0	**0.681**			0.725	0.913	0.886	0	**0.948**			0.858	0.625	0.736	0	**0.849**			**0.952**
Lights and Motorcycles	360	303	17	0	**680**			51	33	13	0	**97**			25	390	221	0	**636**			196	9	544	0	**749**			**2162**
% Lights and Motorcycles	97.3%	93.5%	100.0%	0.0%	**95.6%**			98.1%	100.0%	100.0%	0.0%	**99.0%**			86.2%	95.4%	91.7%	0.0%	**93.7%**			95.1%	90.0%	96.3%	0.0%	**95.9%**			**95.3%**
Heavy	10	21	0	0	**31**			1	0	0	0	**1**			4	19	20	0	**43**			10	1	21	0	**32**			**107**
% Heavy	2.7%	6.5%	0.0%	0.0%	**4.4%**			1.9%	0.0%	0.0%	0.0%	**1.0%**			13.8%	4.6%	8.3%	0.0%	**6.3%**			4.9%	10.0%	3.7%	0.0%	**4.1%**			**4.7%**
Bicycles on Road	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians						0	0						0	0						0	0						1	0	
% Pedestrians						0.0%	0.0%						0.0%	0.0%						0.0%	0.0%						100.0%	0.0%	

Study Name: Eastern Pkwy & Crittenden Dr

Leg	North								East								South								West							
Direction	Southbound								Westbound								Northbound								Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Int Total
2016-04-21 07:00:00	22	12	13	0	**47**	0	0		26	71	31	0	**128**	0	0		39	13	14	0	**66**	0	0		14	52	10	0	**76**	1	0		**317**
2016-04-21 07:15:00	17	11	17	0	**45**	0	0		22	71	50	0	**143**	0	0		37	21	24	0	**82**	0	0		14	77	21	0	**112**	0	3		**382**
2016-04-21 07:30:00	12	17	11	0	**40**	0	1		39	68	50	0	**157**	0	0		41	25	12	0	**78**	1	0		19	73	21	0	**113**	1	0		**388**
2016-04-21 07:45:00	8	14	16	0	**38**	0	0		40	72	72	0	**184**	0	0		54	32	14	0	**100**	0	0		16	94	22	0	**132**	0	0		**454**
2016-04-21 08:00:00	9	16	21	0	**46**	0	0		26	79	59	0	**164**	0	0		38	21	16	0	**75**	1	2		18	68	17	1	**104**	0	0		**389**
2016-04-21 08:15:00	12	14	25	0	**51**	0	0		32	88	55	0	**175**	0	0		54	25	24	0	**103**	1	0		20	67	15	1	**103**	0	1		**432**
2016-04-21 08:30:00	15	7	18	0	**40**	0	1		29	101	58	0	**188**	0	0		40	25	26	0	**91**	0	1		18	70	21	0	**109**	0	0		**428**
2016-04-21 08:45:00	15	10	14	0	**39**	1	0		27	92	59	0	**178**	0	0		47	23	18	0	**88**	2	0		11	76	20	1	**108**	1	0		**413**
2016-04-21 09:00:00	17	17	15	0	**49**	0	0		27	69	45	0	**141**	0	0		52	22	14	0	**88**	0	1		21	48	14	0	**83**	0	3		**361**
2016-04-21 09:15:00	15	16	23	0	**54**	0	0		33	67	38	0	**138**	0	0		46	21	2	0	**69**	0	0		20	59	17	1	**97**	1	0		**358**
2016-04-21 09:30:00	12	11	17	0	**40**	0	1		38	59	46	0	**143**	0	0		59	21	14	0	**94**	0	0		19	63	20	0	**102**	1	0		**379**
2016-04-21 09:45:00	20	10	26	0	**56**	0	0		18	85	41	1	**145**	1	2		54	22	14	0	**90**	0	0		20	71	18	0	**109**	0	1		**400**
2016-04-21 10:00:00	11	10	23	0	**44**	0	0		33	49	33	0	**115**	0	0		27	24	10	0	**61**	0	0		18	68	16	0	**102**	0	0		**322**
2016-04-21 10:15:00	11	13	17	0	**41**	0	1		35	59	32	0	**126**	0	2		47	17	10	0	**74**	0	0		11	58	17	1	**87**	0	0		**328**
2016-04-21 10:30:00	8	9	24	0	**41**	0	1		31	60	38	1	**130**	0	0		37	15	8	0	**60**	1	0		16	56	30	0	**102**	0	1		**333**
2016-04-21 10:45:00	9	14	17	0	**40**	0	0		33	61	38	0	**132**	0	0		33	13	13	0	**59**	1	0		23	61	19	1	**104**	0	0		**335**
2016-04-21 11:00:00	11	17	23	0	**51**	1	1		23	55	40	0	**118**	0	1		35	20	8	0	**63**	0	1		14	50	21	0	**85**	0	1		**317**
2016-04-21 11:15:00	11	19	25	0	**55**	0	0		31	63	50	0	**144**	0	0		41	18	11	0	**70**	1	0		28	77	16	0	**121**	1	0		**390**
2016-04-21 11:30:00	12	13	21	0	**46**	0	0		38	74	44	0	**156**	0	0		50	28	8	0	**86**	0	1		27	71	22	0	**120**	0	0		**408**
2016-04-21 11:45:00	7	14	33	0	**54**	2	0		25	74	43	0	**142**	0	0		40	27	12	0	**79**	0	1		28	88	21	0	**137**	2	0		**412**
2016-04-21 12:00:00	8	8	28	1	**45**	0	0		46	69	55	0	**170**	0	0		24	25	7	0	**56**	0	0		23	76	26	0	**125**	0	0		**396**
2016-04-21 12:15:00	6	18	29	0	**53**	0	0		36	82	49	0	**167**	1	0		49	28	14	0	**91**	0	0		20	87	28	0	**135**	0	0		**446**
2016-04-21 12:30:00	14	10	31	1	**56**	1	0		36	73	33	0	**142**	0	0		44	27	11	0	**82**	0	0		22	88	31	0	**141**	0	0		**421**
2016-04-21 12:45:00	10	23	25	1	**59**	0	0		36	76	30	0	**142**	1	0		41	28	12	0	**81**	0	0		38	82	37	0	**157**	0	0		**439**
2016-04-21 13:00:00	8	16	19	0	**43**	1	1		53	70	47	0	**170**	0	1		45	29	15	0	**89**	0	2		11	80	26	0	**117**	0	3		**419**
2016-04-21 13:15:00	18	9	33	0	**60**	2	1		35	78	49	0	**162**	0	1		40	15	8	0	**63**	0	0		27	66	23	1	**117**	1	0		**402**
2016-04-21 13:30:00	13	11	28	0	**52**	0	1		46	80	44	0	**170**	0	1		37	24	9	0	**70**	0	0		24	84	31	0	**139**	0	0		**431**
2016-04-21 13:45:00	11	20	30	1	**62**	0	0		32	72	46	0	**150**	0	0		45	16	9	0	**70**	0	0		14	97	21	2	**134**	0	0		**416**
2016-04-21 14:00:00	7	11	15	0	**33**	0	0		40	78	47	0	**165**	1	0		43	17	4	0	**64**	0	0		26	103	36	0	**165**	0	0		**427**
2016-04-21 14:15:00	14	10	29	0	**53**	0	0		43	75	44	0	**162**	2	0		51	25	10	0	**86**	0	0		17	84	26	1	**128**	0	1		**429**
2016-04-21 14:30:00	16	26	27	0	**69**	0	0		47	95	76	0	**218**	0	0		45	20	14	0	**79**	0	1		27	92	38	0	**157**	0	0		**523**
2016-04-21 14:45:00	13	17	40	0	**70**	3	0		39	91	54	0	**184**	3	0		29	22	13	0	**64**	0	0		21	90	36	1	**148**	0	1		**466**
2016-04-21 15:00:00	12	21	28	0	**61**	0	0		37	107	57	0	**201**	0	0		41	19	11	0	**71**	0	1		24	94	34	0	**152**	0	0		**485**
2016-04-21 15:15:00	8	13	19	0	**40**	0	0		51	131	70	0	**252**	0	0		54	19	14	0	**87**	0	0		18	118	23	0	**159**	0	0		**538**
2016-04-21 15:30:00	6	12	25	0	**43**	0	0		32	126	87	0	**245**	0	0		47	25	17	0	**89**	0	0		19	81	27	0	**127**	1	1		**504**
2016-04-21 15:45:00	7	16	41	0	**64**	0	0		44	120	69	0	**233**	0	0		63	26	11	0	**100**	0	4		28	128	40	1	**197**	1	1		**594**
2016-04-21 16:00:00	13	22	31	0	**66**	0	0		37	128	71	0	**236**	0	0		62	35	9	0	**106**	1	1		27	145	35	0	**207**	0	0		**615**
2016-04-21 16:15:00	8	20	41	0	**69**	0	0		41	128	87	0	**256**	0	0		70	24	14	0	**108**	0	0		31	146	42	0	**219**	0	0		**652**
2016-04-21 16:30:00	15	20	32	0	**67**	0	0		60	125	86	0	**271**	0	1		45	26	13	0	**84**	0	1		32	154	36	0	**222**	0	1		**644**
2016-04-21 16:45:00	4	18	43	0	**65**	0	0		37	123	89	0	**249**	1	2		52	31	16	0	**99**	0	2		49	172	41	1	**263**	0	1		**676**
2016-04-21 17:00:00	10	26	48	0	**84**	0	0		29	119	81	0	**229**	0	0		75	34	18	0	**127**	0	0		39	191	46	1	**277**	0	0		**717**
2016-04-21 17:15:00	6	32	48	0	**86**	0	0		49	143	89	0	**281**	0	0		65	33	17	0	**115**	0	0		29	191	44	3	**267**	0	1		**749**
2016-04-21 17:30:00	16	17	45	0	**78**	0	0		34	133	76	0	**243**	0	0		85	38	21	0	**144**	0	0		27	178	36	3	**244**	0	0		**709**
2016-04-21 17:45:00	16	16	46	0	**78**	0	0		38	111	80	0	**229**	0	1		86	31	21	0	**138**	0	0		45	179	48	1	**273**	1	0		**718**
2016-04-21 18:00:00	11	21	30	0	**62**	0	0		26	128	69	0	**223**	1	0		76	49	19	0	**144**	0	0		42	145	38	0	**225**	0	0		**654**
2016-04-21 18:15:00	11	23	36	0	**70**	0	0		37	77	60	0	**174**	0	1		71	34	16	0	**121**	0	0		38	123	43	0	**204**	0	0		**569**
2016-04-21 18:30:00	13	17	32	0	**62**	0	0		27	89	48	0	**164**	0	0		46	34	15	0	**95**	0	0		19	109	46	1	**175**	0	0		**496**
2016-04-21 18:45:00	10	11	30	0	**51**	0	0		26	76	49	0	**151**	0	0		45	24	17	0	**86**	0	0		26	109	52	0	**187**	0	0		**475**
Grand Total	558	748	1308	4	**2618**	11	9		1700	4220	2664	2	**8586**	11	13		2347	1191	647	0	**4185**	9	19		1138	4639	1368	22	**7167**	12	20		**22556**
% Approach	21.3%	28.6%	50.0%	0.2%					19.8%	49.1%	31.0%	0.0%					56.1%	28.5%	15.5%	0.0%					15.9%	64.7%	19.1%	0.3%					
% Total	2.5%	3.3%	5.8%	0.0%	**11.6%**				7.5%	18.7%	11.8%	0.0%	**38.1%**				10.4%	5.3%	2.9%	0.0%	**18.6%**				5.0%	20.6%	6.1%	0.1%	**31.8%**				
Lights and Motorcycles	550	725	1246	4	**2525**				1606	4152	2610	2	**8370**				2285	1139	614	0	**4038**				1078	4557	1332	22	**6989**				**21922**
% Lights and Motorcycles	98.6%	96.9%	95.3%	100.0%	**96.4%**				94.5%	98.4%	98.0%	100.0%	**97.5%**				97.4%	95.6%	94.9%	0.0%	**96.5%**				94.7%	98.2%	97.4%	100.0%	**97.5%**				**97.2%**
Heavy	7	23	61	0	**91**				91	64	54	0	**209**				59	49	31	0	**139**				58	77	35	0	**170**				**609**
% Heavy	1.3%	3.1%	4.7%	0.0%	**3.5%**				5.4%	1.5%	2.0%	0.0%	**2.4%**				2.5%	4.1%	4.8%	0.0%	**3.3%**				5.1%	1.7%	2.6%	0.0%	**2.4%**				**2.7%**
Bicycles on Road	1	0	1	0	**2**				3	4	0	0	**7**				3	3	2	0	**8**				2	5	1	0	**8**				**25**
% Bicycles on Road	0.2%	0.0%	0.1%	0.0%	**0.1%**				0.2%	0.1%	0.0%	0.0%	**0.1%**				0.1%	0.3%	0.3%	0.0%	**0.2%**				0.2%	0.1%	0.1%	0.0%	**0.1%**				**0.1%**
Pedestrians						11	9							11	13							9	19							12	20		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
AM PEAK TOTAL	44	51	80	0	**175**	0	1		127	340	244	0	**711**	0	0		186	103	80	0	**369**	2	3		72	299	75	2	**448**	0	1		**1703**
% Approach	25.1%	29.1%	45.7%	0.0%					17.9%	47.8%	34.3%	0.0%					50.4%	27.9%	21.7%	0.0%					16.1%	66.7%	16.7%	0.4%					
% Total	2.6%	3.0%	4.7%	0.0%	**10.3%**				7.5%	20.0%	14.3%	0.0%	**41.7%**				10.9%	6.0%	4.7%	0.0%	**21.7%**				4.2%	17.6%	4.4%	0.1%	**26.3%**				
PHF (7:45 AM - 8:45 AM)	0.733	0.797	0.8	0	**0.858**				0.794	0.854	0.847	0	**0.953**				0.861	0.805	0.76	0	**0.893**				0.9	0.795	0.852	0.5	**0.848**				**0.936**
Lights and Motorcycles	43	48	75	0	**166**				119	331	238	0	**688**				177	93	77	0	**347**				65	294	71	2	**432**				**1633**
% Lights and Motorcycles	97.7%	94.1%	93.8%	0.0%	**94.9%**				93.7%	97.4%	97.5%	0.0%	**96.8%**				95.2%	90.3%	96.3%	0.0%	**94.0%**				90.3%	98.3%	94.7%	100.0%	**96.4%**				**95.9%**
Heavy	1	3	5	0	**9**				8	7	6	0	**21**				9	10	2	0	**21**				7	5	4	0	**16**				**67**
% Heavy	2.3%	5.9%	6.3%	0.0%	**5.1%**				6.3%	2.1%	2.5%	0.0%	**3.0%**				4.8%	9.7%	2.5%	0.0%	**5.7%**				9.7%	1.7%	5.3%	0.0%	**3.6%**				**3.9%**
Bicycles on Road	0	0	0	0	**0**				0	2	0	0	**2**				0	0	1	0	**1**				0	0	0	0	**0**				**3**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.6%	0.0%	0.0%	**0.3%**				0.0%	0.0%	1.3%	0.0%	**0.3%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.2%**
Pedestrians						0	1							0	0							2	3							0	1		
% Pedestrians						0.0%	100.0%							0.0%	0.0%							100.0%	100.0%							0.0%	100.0%		
PM PEAK TOTAL	48	91	187	0	**326**	0	0		150	506	326	0	**982**	0	1		311	136	77	0	**524**	0	0		140	739	174	8	**1061**	1	1		**2893**
% Approach	14.7%	27.9%	57.4%	0.0%					15.3%	51.5%	33.2%	0.0%					59.4%	26.0%	14.7%	0.0%					13.2%	69.7%	16.4%	0.8%					
% Total	1.7%	3.1%	6.5%	0.0%	**11.3%**				5.2%	17.5%	11.3%	0.0%	**33.9%**				10.8%	4.7%	2.7%	0.0%	**18.1%**				4.8%	25.5%	6.0%	0.3%	**36.7%**				
PHF (5 PM - 6 PM)	0.75	0.711	0.974	0	**0.948**				0.765	0.885	0.916	0	**0.874**				0.904	0.895	0.917	0	**0.91**				0.772	0.97	0.906	0.667	**0.962**				**0.966**
Lights and Motorcycles	46	89	183	0	**318**				142	499	324	0	**965**				310	133	75	0	**518**				135	733	172	8	**1048**				**2849**
% Lights and Motorcycles	95.8%	97.8%	97.9%	0.0%	**97.5%**				94.7%	98.6%	99.4%	0.0%	**98.3%**				99.7%	97.8%	97.4%	0.0%	**98.9%**				96.4%	99.2%	98.9%	100.0%	**98.8%**				**98.5%**
Heavy	2	2	4	0	**8**				8	7	2	0	**17**				1	3	2	0	**6**				4	4	2	0	**10**				**41**
% Heavy	4.2%	2.2%	2.1%	0.0%	**2.5%**				5.3%	1.4%	0.6%	0.0%	**1.7%**				0.3%	2.2%	2.6%	0.0%	**1.1%**				2.9%	0.5%	1.1%	0.0%	**0.9%**				**1.4%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				1	2	0	0	**3**				**3**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.7%	0.3%	0.0%	0.0%	**0.3%**				**0.1%**
Pedestrians						0	0							0	1							0	0							1	1		
% Pedestrians						0.0%	0.0%							0.0%	100.0%							0.0%	0.0%							100.0%	100.0%		

Study Name University Blvd & Floyd St

Leg	Floyd St								University Blvd								Floyd St								University Blvd							
Direction	Southbound								Westbound								Northbound								Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Int Total
2020-01-21 07:00:00	3	13	12	0	**28**	2	2		99	11	23	0	**133**	0	2		2	27	2	0	**31**	2	0		3	3	2	0	**8**	0	0		**200**
2020-01-21 07:15:00	1	29	18	0	**48**	0	2		87	14	46	0	**147**	0	1		5	35	3	0	**43**	0	1		3	6	2	0	**11**	0	0		**249**
2020-01-21 07:30:00	9	30	19	0	**58**	6	11		73	17	34	0	**124**	2	0		17	32	3	0	**52**	5	3		2	16	2	0	**20**	0	2		**254**
2020-01-21 07:45:00	12	16	11	0	**39**	2	15		63	30	31	0	**124**	0	0		14	33	6	0	**53**	17	2		3	13	4	0	**20**	2	2		**236**
2020-01-21 08:00:00	5	21	19	0	**45**	0	4		76	27	36	0	**139**	0	1		19	29	4	0	**52**	2	0		0	9	3	0	**12**	0	0		**248**
2020-01-21 08:15:00	7	29	11	0	**47**	0	4		73	27	47	0	**147**	0	0		17	45	2	0	**64**	3	1		4	8	7	0	**19**	0	1		**277**
2020-01-21 08:30:00	7	30	16	0	**53**	2	10		73	23	55	0	**151**	0	0		15	32	3	0	**50**	8	0		0	9	5	0	**14**	2	0		**268**
2020-01-21 08:45:00	3	37	14	0	**54**	1	21		83	28	73	0	**184**	0	0		13	34	6	0	**53**	14	2		5	8	2	0	**15**	1	2		**306**
2020-01-21 09:00:00	10	28	25	0	**63**	1	23		91	38	49	0	**178**	0	0		12	42	2	0	**56**	25	3		5	6	7	0	**18**	2	5		**315**
2020-01-21 09:15:00	21	36	17	0	**74**	2	38		71	23	37	0	**131**	0	2		19	27	8	0	**54**	37	3		8	15	9	0	**32**	4	5		**291**
2020-01-21 09:30:00	9	21	16	0	**46**	1	7		49	19	23	0	**91**	0	2		11	38	5	0	**54**	6	0		1	9	9	0	**19**	2	3		**210**
2020-01-21 09:45:00	8	19	24	0	**51**	0	6		51	6	22	0	**79**	0	0		18	21	3	0	**42**	3	0		1	12	4	0	**17**	0	2		**189**
2020-01-21 10:00:00	8	28	13	0	**49**	8	5		42	2	42	0	**86**	0	0		12	20	2	0	**34**	0	2		4	3	2	0	**9**	1	5		**178**
2020-01-21 10:15:00	12	32	22	0	**66**	4	8		56	11	66	0	**133**	0	2		10	18	3	0	**31**	4	2		5	10	7	0	**22**	2	2		**252**
2020-01-21 10:30:00	4	45	17	0	**66**	8	15		57	16	44	0	**117**	0	1		20	27	3	0	**50**	15	3		4	7	5	0	**16**	2	2		**249**
2020-01-21 10:45:00	14	56	27	0	**97**	7	18		49	22	29	0	**100**	1	1		27	26	5	0	**58**	22	6		4	24	12	0	**40**	3	1		**295**
2020-01-21 11:00:00	7	20	28	0	**55**	10	6		38	12	22	0	**72**	2	2		18	24	2	0	**44**	1	6		3	4	6	0	**13**	0	6		**184**
2020-01-21 11:15:00	7	28	25	0	**60**	4	8		39	11	16	0	**66**	0	0		30	28	3	0	**61**	2	1		2	10	7	0	**19**	0	1		**206**
2020-01-21 11:30:00	10	29	27	0	**66**	5	7		44	11	24	0	**79**	0	0		17	28	4	0	**49**	1	6		4	15	9	0	**28**	0	2		**222**
2020-01-21 11:45:00	10	32	31	0	**73**	6	3		52	10	22	0	**84**	0	0		15	22	2	0	**39**	5	1		4	13	7	0	**24**	2	0		**220**
2020-01-21 12:00:00	11	46	35	0	**92**	11	4		41	16	18	0	**75**	0	0		18	28	4	0	**50**	3	12		1	10	13	0	**24**	1	5		**241**
2020-01-21 12:15:00	11	54	45	0	**110**	16	6		59	16	38	0	**113**	1	0		25	40	3	0	**68**	3	13		9	26	8	0	**43**	4	6		**334**
2020-01-21 12:30:00	16	49	40	0	**105**	9	15		57	18	39	0	**114**	0	3		22	36	4	0	**62**	6	5		2	9	9	0	**20**	10	6		**301**
2020-01-21 12:45:00	15	49	31	0	**95**	8	10		54	17	19	1	**91**	4	1		22	31	5	0	**58**	11	5		4	18	8	0	**30**	3	4		**274**
2020-01-21 13:00:00	6	34	27	0	**67**	6	7		41	19	22	0	**82**	0	0		21	25	4	0	**50**	4	3		3	13	10	0	**26**	3	1		**225**
2020-01-21 13:15:00	7	24	27	0	**58**	4	4		43	20	17	0	**80**	1	3		18	12	1	0	**31**	2	3		3	13	8	0	**24**	0	2		**193**
2020-01-21 13:30:00	9	33	25	0	**67**	4	12		49	19	24	0	**92**	0	2		14	29	3	0	**46**	2	3		3	11	5	0	**19**	3	5		**224**
2020-01-21 13:45:00	6	29	46	0	**81**	3	8		65	10	38	0	**113**	1	3		28	43	4	0	**75**	1	0		3	5	2	0	**10**	8	3		**279**
2020-01-21 14:00:00	17	30	37	0	**84**	9	10		60	17	18	0	**95**	0	1		35	29	6	0	**70**	6	8		5	17	13	0	**35**	4	2		**284**
2020-01-21 14:15:00	11	34	62	0	**107**	19	16		57	21	21	0	**99**	3	2		27	25	4	0	**56**	8	13		2	28	10	0	**40**	3	4		**302**
2020-01-21 14:30:00	12	53	71	0	**136**	2	3		53	10	22	0	**85**	1	1		26	32	4	0	**62**	5	7		4	13	5	0	**22**	0	1		**305**
2020-01-21 14:45:00	13	33	30	0	**76**	5	4		53	8	24	0	**85**	1	0		30	28	5	0	**63**	1	3		6	12	6	0	**24**	0	6		**248**
2020-01-21 15:00:00	3	28	41	0	**72**	6	2		37	9	17	0	**63**	0	0		26	21	3	0	**50**	1	5		7	10	6	0	**23**	2	1		**208**
2020-01-21 15:15:00	7	37	38	0	**82**	7	8		53	8	12	0	**73**	0	0		26	17	3	0	**46**	1	4		2	12	10	0	**24**	0	2		**225**
2020-01-21 15:30:00	4	35	49	0	**88**	9	2		56	18	21	0	**95**	0	2		20	31	4	0	**55**	5	9		5	17	10	0	**32**	2	0		**270**
2020-01-21 15:45:00	23	54	39	0	**116**	16	3		69	15	11	0	**95**	1	1		42	32	1	0	**75**	4	17		3	28	10	0	**41**	4	6		**327**
2020-01-21 16:00:00	7	56	61	0	**124**	8	9		61	23	21	0	**105**	0	2		50	41	3	0	**94**	3	10		6	19	8	0	**33**	8	4		**356**
2020-01-21 16:15:00	10	54	64	0	**128**	7	2		50	13	22	0	**85**	2	1		46	32	2	0	**80**	0	2		1	21	7	0	**29**	0	0		**322**
2020-01-21 16:30:00	7	48	51	0	**106**	8	4		54	12	30	0	**96**	0	2		32	40	4	0	**76**	1	2		6	19	7	0	**32**	4	2		**310**
2020-01-21 16:45:00	8	64	55	0	**127**	12	4		63	16	24	0	**103**	0	0		34	28	5	0	**67**	3	8		9	16	6	0	**31**	6	6		**328**
2020-01-21 17:00:00	19	59	72	0	**150**	7	1		59	22	21	0	**102**	0	0		47	37	1	0	**85**	8	13		9	38	2	0	**49**	3	2		**386**
2020-01-21 17:15:00	14	61	76	0	**151**	16	4		61	24	12	0	**97**	1	0		28	42	8	0	**78**	4	10		9	35	10	0	**54**	2	6		**380**
2020-01-21 17:30:00	17	65	60	0	**142**	7	1		51	16	16	0	**83**	1	1		37	28	6	0	**71**	2	5		9	25	6	0	**40**	1	2		**336**
2020-01-21 17:45:00	7	46	44	0	**97**	7	5		47	19	22	0	**88**	1	0		40	35	4	0	**79**	2	7		3	16	5	0	**24**	1	2		**288**
2020-01-21 18:00:00	12	34	43	0	**89**	4	0		47	16	14	0	**77**	0	0		23	23	2	0	**48**	1	6		2	15	6	0	**23**	2	4		**237**
2020-01-21 18:15:00	9	25	47	0	**81**	6	2		46	10	28	0	**84**	1	0		25	27	1	0	**53**	1	8		3	15	2	0	**20**	0	2		**238**
2020-01-21 18:30:00	8	30	39	0	**77**	6	1		47	12	13	0	**72**	0	2		15	23	3	0	**41**	0	3		1	12	2	0	**15**	0	2		**205**
2020-01-21 18:45:00	6	36	45	0	**87**	7	0		42	15	16	0	**73**	2	1		19	19	3	0	**41**	3	8		2	21	7	0	**30**	0	3		**231**
Grand Total	462	1779	1692	0	**3933**	298	360		2741	797	1341	1	**4880**	26	42		1107	1422	171	0	**2700**	263	234		187	694	312	0	**1193**	97	130		**12706**
% Approach	11.7%	45.2%	43.0%	0.0%					56.2%	16.3%	27.5%	0.0%					41.0%	52.7%	6.3%	0.0%					15.7%	58.2%	26.2%	0.0%					
% Total	3.6%	14.0%	13.3%	0.0%	**31.0%**				21.6%	6.3%	10.6%	0.0%	**38.4%**				8.7%	11.2%	1.3%	0.0%	**21.2%**				1.5%	5.5%	2.5%	0.0%	**9.4%**				
Lights and Motorcycles	443	1581	1608	0	**3632**				2614	766	1310	1	**4691**				1082	1384	159	0	**2625**				181	665	296	0	**1142**				**12090**
% Lights and Motorcycles	95.9%	88.9%	95.0%	0.0%	**92.3%**				95.4%	96.1%	97.7%	100.0%	**96.1%**				97.7%	97.3%	93.0%	0.0%	**97.2%**				96.8%	95.8%	94.9%	0.0%	**95.7%**				**95.2%**
Heavy	16	197	84	0	**297**				126	23	26	0	**175**				22	36	12	0	**70**				5	18	16	0	**39**				**581**
% Heavy	3.5%	11.1%	5.0%	0.0%	**7.6%**				4.6%	2.9%	1.9%	0.0%	**3.6%**				2.0%	2.5%	7.0%	0.0%	**2.6%**				2.7%	2.6%	5.1%	0.0%	**3.3%**				**4.6%**
Bicycles on Road	3	1	0	0	**4**				1	8	5	0	**14**				3	2	0	0	**5**				1	11	0	0	**12**				**35**
% Bicycles on Road	0.6%	0.1%	0.0%	0.0%	**0.1%**				0.0%	1.0%	0.4%	0.0%	**0.3%**				0.3%	0.1%	0.0%	0.0%	**0.2%**				0.5%	1.6%	0.0%	0.0%	**1.0%**				**0.3%**
Pedestrians						298	360							26	42							263	234							97	130		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
AM PEAK TOTAL	41	131	72	0	**244**	6	92		318	112	214	0	**644**	0	2		59	135	19	0	**213**	84	8		18	38	23	0	**79**	9	12		**1180**
% Approach	16.8%	53.7%	29.5%	0.0%					49.4%	17.4%	33.2%	0.0%					27.7%	63.4%	8.9%	0.0%					22.8%	48.1%	29.1%	0.0%					
% Total	3.5%	11.1%	6.1%	0.0%	**20.7%**				26.9%	9.5%	18.1%	0.0%	**54.6%**				5.0%	11.4%	1.6%	0.0%	**18.1%**				1.5%	3.2%	1.9%	0.0%	**6.7%**				
PHF (8:30 AM - 9:30 AM)	0.476	0.885	0.72	0	**0.821**				0.874	0.737	0.726	0	**0.872**				0.776	0.804	0.594	0	**0.951**				0.563	0.633	0.639	0	**0.617**				**0.937**
Lights and Motorcycles	39	108	61	0	**208**				305	110	210	0	**625**				55	131	17	0	**203**				18	36	23	0	**77**				**1113**
% Lights and Motorcycles	95.1%	82.4%	84.7%	0.0%	**85.2%**				95.9%	98.2%	98.1%	0.0%	**97.0%**				93.2%	97.0%	89.5%	0.0%	**95.3%**				100.0%	94.7%	100.0%	0.0%	**97.5%**				**94.3%**
Heavy	1	23	11	0	**35**				13	2	2	0	**17**				4	4	2	0	**10**				0	2	0	0	**2**				**64**
% Heavy	2.4%	17.6%	15.3%	0.0%	**14.3%**				4.1%	1.8%	0.9%	0.0%	**2.6%**				6.8%	3.0%	10.5%	0.0%	**4.7%**				0.0%	5.3%	0.0%	0.0%	**2.5%**				**5.4%**
Bicycles on Road	1	0	0	0	**1**				0	0	2	0	**2**				0	0	0	0	**0**				0	0	0	0	**0**				**3**
% Bicycles on Road	2.4%	0.0%	0.0%	0.0%	**0.4%**				0.0%	0.0%	0.9%	0.0%	**0.3%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.3%**
Pedestrians						6	92							0	2							84	8							9	12		
% Pedestrians						100.0%	100.0%							0.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
PM PEAK TOTAL	58	249	263	0	**570**	42	10		234	78	73	0	**385**	2	1		146	135	20	0	**301**	17	36		36	114	24	0	**174**	12	16		**1430**
% Approach	10.2%	43.7%	46.1%	0.0%					60.8%	20.3%	19.0%	0.0%					48.5%	44.9%	6.6%	0.0%					20.7%	65.5%	13.8%	0.0%					
% Total	4.1%	17.4%	18.4%	0.0%	**39.9%**				16.4%	5.5%	5.1%	0.0%	**26.9%**				10.2%	9.4%	1.4%	0.0%	**21.0%**				2.5%	8.0%	1.7%	0.0%	**12.2%**				
PHF (4:45 PM - 5:45 PM)	0.763	0.958	0.865	0	**0.944**				0.929	0.813	0.76	0	**0.934**				0.777	0.804	0.625	0	**0.885**				1	0.73	0.6	0	**0.822**				**0.924**
Lights and Motorcycles	58	232	260	0	**550**				230	78	72	0	**380**				146	134	20	0	**300**				36	111	24	0	**171**				**1401**
% Lights and Motorcycles	100.0%	93.2%	98.9%	0.0%	**96.5%**				98.3%	100.0%	98.6%	0.0%	**98.7%**				100.0%	99.3%	100.0%	0.0%	**99.7%**				100.0%	97.4%	100.0%	0.0%	**98.3%**				**98.0%**
Heavy	0	17	3	0	**20**				4	0	1	0	**5**				0	1	0	0	**1**				0	0	0	0	**0**				**26**
% Heavy	0.0%	6.8%	1.1%	0.0%	**3.5%**				1.7%	0.0%	1.4%	0.0%	**1.3%**				0.0%	0.7%	0.0%	0.0%	**0.3%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**1.8%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				0	3	0	0	**3**				**3**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	2.6%	0.0%	0.0%	**1.7%**				**0.2%**
Pedestrians						42	10							2	1							17	36							12	16		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		

Study Name: Brandeis Ave & Arthur St

Leg	Arthur St								Brandeis Ave								Arthur St								Brandeis Ave								
Direction	Southbound								Westbound								Northbound								Eastbound								
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Int Total
2019-03-13 07:00:00	15	5	1	35	**56**	0	0		0	10	0	0	**10**	0	0		0	0	0	0	**0**	0	0		9	11	0	0	**20**	0	0		**86**
2019-03-13 07:15:00	22	16	8	45	**91**	0	0		0	15	1	0	**16**	0	0		0	0	0	0	**0**	1	0		17	15	0	0	**32**	0	0		**139**
2019-03-13 07:30:00	26	11	7	47	**91**	0	0		0	16	0	0	**16**	0	0		0	0	0	0	**0**	1	0		23	21	0	0	**44**	0	0		**151**
2019-03-13 07:45:00	28	13	10	60	**111**	0	0		0	30	0	0	**30**	0	0		0	0	0	0	**0**	2	1		12	15	0	0	**27**	0	0		**168**
2019-03-13 08:00:00	39	13	3	25	**80**	0	0		0	29	2	0	**31**	0	0		0	0	0	0	**0**	1	2		18	22	0	0	**40**	0	0		**151**
2019-03-13 08:15:00	49	15	18	29	**111**	0	0		0	31	1	0	**32**	0	0		0	0	0	0	**0**	1	0		20	19	0	0	**39**	0	0		**182**
2019-03-13 08:30:00	34	13	8	29	**84**	0	0		0	24	0	0	**24**	0	0		0	0	0	0	**0**	1	0		13	21	0	0	**34**	0	0		**142**
2019-03-13 08:45:00	49	12	6	38	**105**	0	0		0	34	1	0	**35**	0	0		0	0	0	0	**0**	3	0		16	21	0	0	**37**	0	0		**177**
2019-03-13 09:00:00	30	10	10	27	**77**	0	0		0	11	0	0	**11**	0	0		0	0	0	0	**0**	1	2		14	13	0	0	**27**	0	0		**115**
2019-03-13 09:15:00	36	10	11	31	**88**	0	0		0	11	0	0	**11**	0	0		0	0	0	0	**0**	0	0		17	26	0	0	**43**	0	0		**142**
2019-03-13 09:30:00	33	9	7	30	**79**	0	0		0	12	2	0	**14**	0	0		0	0	0	0	**0**	3	0		9	18	0	0	**27**	0	1		**120**
2019-03-13 09:45:00	24	12	6	20	**62**	0	0		0	15	1	0	**16**	0	0		0	0	0	0	**0**	5	0		10	26	0	0	**36**	0	0		**114**
2019-03-13 10:00:00	15	16	13	25	**69**	0	0		0	8	2	0	**10**	0	0		0	0	0	0	**0**	0	0		14	33	0	0	**47**	0	0		**126**
2019-03-13 10:15:00	21	9	6	32	**68**	0	0		0	7	3	0	**10**	0	0		0	0	0	0	**0**	2	0		12	18	0	0	**30**	0	0		**108**
2019-03-13 10:30:00	12	15	10	28	**65**	0	0		0	6	2	0	**8**	0	0		0	0	0	0	**0**	0	0		11	22	0	0	**33**	0	0		**106**
2019-03-13 10:45:00	24	14	11	21	**70**	0	0		0	14	2	0	**16**	0	0		0	0	0	0	**0**	1	1		13	28	0	0	**41**	0	0		**127**
2019-03-13 11:00:00	17	13	12	32	**74**	0	0		0	14	0	0	**14**	0	0		0	0	0	0	**0**	0	0		4	25	0	0	**29**	0	0		**117**
2019-03-13 11:15:00	13	14	7	32	**66**	1	0		0	12	0	0	**12**	1	0		0	0	0	0	**0**	0	2		11	31	0	0	**42**	0	0		**120**
2019-03-13 11:30:00	19	8	12	32	**71**	0	0		0	11	1	0	**12**	0	0		0	0	0	0	**0**	0	0		12	37	0	0	**49**	0	0		**132**
2019-03-13 11:45:00	31	28	16	37	**112**	0	0		0	15	1	0	**16**	0	0		0	0	0	0	**0**	0	0		16	46	0	0	**62**	0	0		**190**
2019-03-13 12:00:00	27	14	14	32	**87**	0	0		0	18	0	0	**18**	0	0		0	0	0	0	**0**	1	0		10	41	0	0	**51**	0	0		**156**
2019-03-13 12:15:00	9	23	17	27	**76**	0	0		0	20	2	0	**22**	0	0		1	0	0	0	**1**	0	1		16	35	0	0	**51**	0	0		**150**
2019-03-13 12:30:00	28	9	16	32	**85**	0	0		0	15	2	0	**17**	0	0		0	0	0	0	**0**	0	0		35	52	0	0	**87**	0	0		**189**
2019-03-13 12:45:00	15	18	11	38	**82**	0	0		0	23	0	0	**23**	0	0		0	0	0	0	**0**	0	0		29	45	0	0	**74**	0	0		**179**
2019-03-13 13:00:00	22	15	20	37	**94**	0	0		0	21	1	0	**22**	0	0		0	0	0	0	**0**	2	1		30	34	1	0	**65**	0	0		**181**
2019-03-13 13:15:00	18	16	10	30	**74**	0	0		0	25	0	0	**25**	0	0		0	0	0	0	**0**	0	2		28	37	0	0	**65**	0	2		**164**
2019-03-13 13:30:00	17	19	15	42	**93**	0	0		0	17	0	0	**17**	0	0		0	0	0	0	**0**	1	3		20	54	0	0	**74**	0	0		**184**
2019-03-13 13:45:00	16	17	9	47	**89**	0	0		0	22	1	0	**23**	0	0		0	0	0	0	**0**	0	1		33	32	0	0	**65**	0	0		**177**
2019-03-13 14:00:00	26	12	12	43	**93**	0	0		0	16	1	0	**17**	0	0		0	0	0	0	**0**	2	0		32	34	0	0	**66**	0	0		**176**
2019-03-13 14:15:00	18	17	7	43	**85**	0	0		0	12	0	0	**12**	0	0		0	0	0	0	**0**	1	0		30	61	0	0	**91**	0	0		**188**
2019-03-13 14:30:00	21	19	22	49	**111**	0	0		0	25	0	0	**25**	0	0		0	0	0	0	**0**	0	0		22	49	0	0	**71**	0	0		**207**
2019-03-13 14:45:00	24	22	6	46	**98**	0	0		0	17	0	0	**17**	0	0		0	0	0	0	**0**	5	0		21	57	0	0	**78**	0	0		**193**
2019-03-13 15:00:00	20	27	8	40	**95**	0	0		0	15	0	0	**15**	0	0		0	0	0	0	**0**	1	2		15	47	0	0	**62**	0	1		**172**
2019-03-13 15:15:00	28	11	26	44	**109**	0	0		0	16	0	0	**16**	0	0		0	0	0	0	**0**	0	4		27	45	0	0	**72**	0	0		**197**
2019-03-13 15:30:00	19	19	14	45	**97**	0	0		0	10	1	0	**11**	0	0		0	0	0	0	**0**	3	4		15	42	0	0	**57**	0	0		**165**
2019-03-13 15:45:00	37	21	13	51	**122**	0	0		0	24	2	0	**26**	0	0		0	0	0	0	**0**	0	4		26	58	0	0	**84**	0	0		**232**
2019-03-13 16:00:00	45	22	18	69	**154**	0	0		0	20	0	0	**20**	0	0		0	0	0	0	**0**	2	3		25	56	0	0	**81**	0	0		**255**
2019-03-13 16:15:00	34	20	22	79	**155**	0	0		0	15	2	0	**17**	0	0		0	0	0	0	**0**	0	0		25	63	0	0	**88**	0	0		**260**
2019-03-13 16:30:00	35	30	19	68	**152**	0	0		0	27	0	0	**27**	0	0		0	0	0	0	**0**	0	2		28	96	0	0	**124**	0	0		**303**
2019-03-13 16:45:00	35	31	24	60	**150**	0	0		0	26	1	0	**27**	0	0		0	0	0	0	**0**	0	3		35	76	0	0	**111**	0	0		**288**
2019-03-13 17:00:00	30	46	16	69	**161**	0	0		0	21	0	0	**21**	0	0		0	0	0	0	**0**	0	2		15	97	0	0	**112**	0	0		**294**
2019-03-13 17:15:00	31	28	19	77	**155**	0	0		0	21	2	0	**23**	0	0		0	0	0	0	**0**	0	2		23	68	1	0	**92**	0	0		**270**
2019-03-13 17:30:00	30	24	20	93	**167**	1	0		0	21	0	0	**21**	0	0		0	0	0	0	**0**	5	1		16	80	0	0	**96**	0	0		**284**
2019-03-13 17:45:00	27	22	20	73	**142**	0	0		0	25	1	0	**26**	0	0		0	0	0	0	**0**	2	2		10	66	0	0	**76**	0	0		**244**
2019-03-13 18:00:00	24	12	16	57	**109**	0	0		0	22	4	0	**26**	0	0		0	0	0	0	**0**	0	4		11	58	0	0	**69**	0	0		**204**
2019-03-13 18:15:00	27	20	22	63	**132**	0	0		0	17	1	0	**18**	0	0		0	0	0	0	**0**	3	0		9	57	0	0	**66**	0	0		**216**
2019-03-13 18:30:00	13	17	20	47	**97**	0	0		0	25	1	0	**26**	0	0		0	0	0	0	**0**	0	0		11	49	0	0	**60**	0	0		**183**
2019-03-13 18:45:00	20	12	19	46	**97**	0	0		0	16	0	0	**16**	0	0		0	0	0	0	**0**	0	4		16	54	0	0	**70**	0	2		**183**
Grand Total	1233	819	637	2102	**4791**	2	0		0	877	41	0	**918**	1	0		1	0	0	0	**1**	50	53		884	2011	2	0	**2897**	0	6		**8607**
% Approach	25.7%	17.1%	13.3%	43.9%					0.0%	95.5%	4.5%	0.0%					100.0%	0.0%	0.0%	0.0%					30.5%	69.4%	0.1%	0.0%					
% Total	14.3%	9.5%	7.4%	24.4%	**55.7%**				0.0%	10.2%	0.5%	0.0%	**10.7%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				10.3%	23.4%	0.0%	0.0%	**33.7%**				
Lights and Motorcycles	1206	791	629	2061	**4687**				0	859	40	0	**899**				1	0	0	0	**1**				861	1969	2	0	**2832**				**8419**
% Lights and Motorcycles	97.8%	96.6%	98.7%	98.0%	**97.8%**				0.0%	97.9%	97.6%	0.0%	**97.9%**				100.0%	0.0%	0.0%	0.0%	**100.0%**				97.4%	97.9%	100.0%	0.0%	**97.8%**				**97.8%**
Heavy	27	26	8	41	**102**				0	10	1	0	**11**				0	0	0	0	**0**				23	36	0	0	**59**				**172**
% Heavy	2.2%	3.2%	1.3%	2.0%	**2.1%**				0.0%	1.1%	2.4%	0.0%	**1.2%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				2.6%	1.8%	0.0%	0.0%	**2.0%**				**2.0%**
Bicycles on Road	0	2	0	0	**2**				0	8	0	0	**8**				0	0	0	0	**0**				0	6	0	0	**6**				**16**
% Bicycles on Road	0.0%	0.2%	0.0%	0.0%	**0.0%**				0.0%	0.9%	0.0%	0.0%	**0.9%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.3%	0.0%	0.0%	**0.2%**				**0.2%**
Pedestrians						2	0							1	0							50	53							0	6		
% Pedestrians						100.0%	0.0%							100.0%	0.0%							100.0%	100.0%							0.0%	100.0%		
AM PEAK TOTAL	142	52	38	161	**393**	0	0		0	106	3	0	**109**	0	0		0	0	0	0	**0**	5	3		73	77	0	0	**150**	0	0		**652**
% Approach	36.1%	13.2%	9.7%	41.0%					0.0%	97.2%	2.8%	0.0%					0.0%	0.0%	0.0%	0.0%					48.7%	51.3%	0.0%	0.0%					
% Total	21.8%	8.0%	5.8%	24.7%	**60.3%**				0.0%	16.3%	0.5%	0.0%	**16.7%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				11.2%	11.8%	0.0%	0.0%	**23.0%**				
PHF (7:30 AM - 8:30 AM)	0.724	0.867	0.528	0.671	**0.885**				0	0.855	0.375	0	**0.852**				0	0	0	0	**0**				0.793	0.875	0	0	**0.852**				**0.896**
Lights and Motorcycles	139	48	38	155	**380**				0	105	3	0	**108**				0	0	0	0	**0**				72	72	0	0	**144**				**632**
% Lights and Motorcycles	97.9%	92.3%	100.0%	96.3%	**96.7%**				0.0%	99.1%	100.0%	0.0%	**99.1%**				0.0%	0.0%	0.0%	0.0%					98.6%	93.5%	0.0%	0.0%	**96.0%**				**96.9%**
Heavy	3	4	0	6	**13**				0	1	0	0	**1**				0	0	0	0	**0**				1	5	0	0	**6**				**20**
% Heavy	2.1%	7.7%	0.0%	3.7%	**3.3%**				0.0%	0.9%	0.0%	0.0%	**0.9%**				0.0%	0.0%	0.0%	0.0%					1.4%	6.5%	0.0%	0.0%	**4.0%**				**3.1%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.0%**
Pedestrians						0	0							0	0							5	3							0	0		
% Pedestrians						0.0%	0.0%							0.0%	0.0%							100.0%	100.0%							0.0%	0.0%		
PM PEAK TOTAL	131	135	78	274	**618**	0	0		0	95	3	0	**98**	0	0		0	0	0	0	**0**	0	9		101	337	1	0	**439**	0	0		**1155**
% Approach	21.2%	21.8%	12.6%	44.3%					0.0%	96.9%	3.1%	0.0%					0.0%	0.0%	0.0%	0.0%					23.0%	76.8%	0.2%	0.0%					
% Total	11.3%	11.7%	6.8%	23.7%	**53.5%**				0.0%	8.2%	0.3%	0.0%	**8.5%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				8.7%	29.2%	0.1%	0.0%	**38.0%**				
PHF (4:30 PM - 5:30 PM)	0.936	0.734	0.813	0.89	**0.96**				0	0.88	0.375	0	**0.907**				0	0	0	0	**0**				0.721	0.869	0.25	0	**0.885**				**0.953**
Lights and Motorcycles	129	133	78	273	**613**				0	95	3	0	**98**				0	0	0	0	**0**				99	335	1	0	**435**				**1146**
% Lights and Motorcycles	98.5%	98.5%	100.0%	99.6%	**99.2%**				0.0%	100.0%	100.0%	0.0%	**100.0%**				0.0%	0.0%	0.0%	0.0%					98.0%	99.4%	100.0%	0.0%	**99.1%**				**99.2%**
Heavy	2	2	0	1	**5**				0	0	0	0	**0**				0	0	0	0	**0**				2	2	0	0	**4**				**9**
% Heavy	1.5%	1.5%	0.0%	0.4%	**0.8%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%					2.0%	0.6%	0.0%	0.0%	**0.9%**				**0.8%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.0%**
Pedestrians						0	0							0	0							0	9							0	0		
% Pedestrians						0.0%	0.0%							0.0%	0.0%							0.0%	100.0%							0.0%	0.0%		

Study Name	Brandeis Ave & Bradley Ave																		
Leg	Brandeis Ave						Bradley Ave						Brandeis Ave						
Direction	Westbound						Northbound						Eastbound						
Start Time	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2019-03-13 07:00:00	0	0	0	**0**	0	0	5	10	0	**15**	0	0	2	43	0	**45**	0	0	**60**
2019-03-13 07:15:00	0	0	0	**0**	0	0	13	16	0	**29**	1	0	11	56	0	**67**	0	0	**96**
2019-03-13 07:30:00	0	0	0	**0**	0	0	11	16	0	**27**	1	1	8	66	0	**74**	0	0	**101**
2019-03-13 07:45:00	0	0	0	**0**	0	0	12	30	0	**42**	0	1	13	72	0	**85**	0	0	**127**
2019-03-13 08:00:00	0	0	0	**0**	0	0	8	32	0	**40**	2	2	10	39	0	**49**	0	4	**89**
2019-03-13 08:15:00	0	0	0	**0**	0	0	7	31	0	**38**	1	0	20	46	0	**66**	0	0	**104**
2019-03-13 08:30:00	0	0	0	**0**	0	0	9	25	0	**34**	0	0	9	48	0	**57**	0	0	**91**
2019-03-13 08:45:00	0	0	0	**0**	1	0	8	34	0	**42**	2	0	10	53	0	**63**	0	0	**105**
2019-03-13 09:00:00	0	1	0	**1**	0	0	8	13	0	**21**	1	0	15	33	0	**48**	0	0	**70**
2019-03-13 09:15:00	0	0	0	**0**	0	0	5	11	0	**16**	0	1	16	52	0	**68**	0	0	**84**
2019-03-13 09:30:00	0	0	0	**0**	0	1	11	14	0	**25**	5	1	12	41	0	**53**	0	0	**78**
2019-03-13 09:45:00	0	0	0	**0**	0	0	6	15	0	**21**	5	1	10	40	0	**50**	0	0	**71**
2019-03-13 10:00:00	0	0	0	**0**	0	0	5	10	0	**15**	1	0	16	54	0	**70**	0	0	**85**
2019-03-13 10:15:00	0	0	0	**0**	0	0	5	11	0	**16**	1	0	9	45	0	**54**	0	0	**70**
2019-03-13 10:30:00	0	0	0	**0**	0	0	9	8	0	**17**	0	0	14	45	0	**59**	0	0	**76**
2019-03-13 10:45:00	0	0	0	**0**	0	0	7	16	0	**23**	1	0	13	47	0	**60**	0	0	**83**
2019-03-13 11:00:00	0	0	0	**0**	0	0	9	14	0	**23**	0	0	15	56	0	**71**	0	0	**94**
2019-03-13 11:15:00	0	0	0	**0**	0	0	9	13	0	**22**	0	1	15	53	0	**68**	0	0	**90**
2019-03-13 11:30:00	0	0	0	**0**	0	0	9	13	0	**22**	0	1	23	59	0	**82**	0	0	**104**
2019-03-13 11:45:00	0	0	0	**0**	0	0	8	15	0	**23**	0	0	22	77	0	**99**	0	0	**122**
2019-03-13 12:00:00	0	0	0	**0**	0	0	15	14	0	**29**	1	0	24	63	0	**87**	0	0	**116**
2019-03-13 12:15:00	0	0	0	**0**	0	0	17	22	0	**39**	0	0	20	62	0	**82**	0	0	**121**
2019-03-13 12:30:00	0	0	0	**0**	0	0	7	17	0	**24**	0	0	30	70	0	**100**	0	0	**124**
2019-03-13 12:45:00	1	0	0	**1**	0	0	12	21	0	**33**	0	0	26	67	0	**93**	0	0	**127**
2019-03-13 13:00:00	0	0	0	**0**	0	0	9	22	0	**31**	1	1	31	60	0	**91**	0	0	**122**
2019-03-13 13:15:00	0	0	0	**0**	0	0	13	25	0	**38**	0	0	17	56	0	**73**	0	0	**111**
2019-03-13 13:30:00	0	0	0	**0**	0	0	13	17	0	**30**	0	2	24	89	0	**113**	0	0	**143**
2019-03-13 13:45:00	0	0	0	**0**	0	0	9	24	0	**33**	0	0	10	78	0	**88**	0	0	**121**
2019-03-13 14:00:00	0	0	0	**0**	0	0	13	17	0	**30**	0	0	19	69	0	**88**	0	0	**118**
2019-03-13 14:15:00	0	0	0	**0**	0	0	12	12	0	**24**	0	0	25	83	0	**108**	0	0	**132**
2019-03-13 14:30:00	0	0	0	**0**	0	0	13	25	0	**38**	0	0	27	96	0	**123**	0	0	**161**
2019-03-13 14:45:00	0	0	0	**0**	0	0	14	17	0	**31**	2	0	21	85	0	**106**	0	0	**137**
2019-03-13 15:00:00	0	0	0	**0**	0	0	14	15	0	**29**	1	1	18	79	0	**97**	0	0	**126**
2019-03-13 15:15:00	0	0	0	**0**	0	0	13	16	0	**29**	0	4	30	85	0	**115**	0	0	**144**
2019-03-13 15:30:00	0	0	0	**0**	0	0	11	11	0	**22**	1	0	23	78	0	**101**	0	0	**123**
2019-03-13 15:45:00	0	0	0	**0**	0	0	12	26	0	**38**	0	2	23	99	0	**122**	0	0	**160**
2019-03-13 16:00:00	0	0	0	**0**	0	0	11	20	0	**31**	3	2	30	133	0	**163**	0	0	**194**
2019-03-13 16:15:00	0	0	0	**0**	0	0	13	17	0	**30**	0	0	36	125	0	**161**	0	0	**191**
2019-03-13 16:30:00	0	0	0	**0**	0	0	14	29	0	**43**	0	3	41	136	0	**177**	0	0	**220**
2019-03-13 16:45:00	0	0	0	**0**	0	1	13	27	0	**40**	0	1	49	110	0	**159**	0	0	**199**
2019-03-13 17:00:00	0	0	0	**0**	0	0	4	21	0	**25**	0	0	30	145	0	**175**	0	0	**200**
2019-03-13 17:15:00	0	0	0	**0**	0	0	5	23	0	**28**	0	1	35	132	0	**167**	0	0	**195**
2019-03-13 17:30:00	0	0	0	**0**	0	0	22	21	0	**43**	3	0	42	148	0	**190**	0	0	**233**
2019-03-13 17:45:00	0	0	0	**0**	0	0	11	26	0	**37**	1	0	41	119	0	**160**	0	0	**197**
2019-03-13 18:00:00	0	0	0	**0**	0	0	10	26	0	**36**	0	0	27	102	0	**129**	0	0	**165**
2019-03-13 18:15:00	0	0	0	**0**	0	0	14	18	0	**32**	2	1	39	104	0	**143**	0	0	**175**
2019-03-13 18:30:00	0	0	0	**0**	0	0	10	26	0	**36**	2	0	31	81	0	**112**	0	0	**148**
2019-03-13 18:45:00	0	0	0	**0**	0	0	12	16	0	**28**	1	0	35	86	0	**121**	0	0	**149**
Grand Total	1	1	0	**2**	1	2	500	918	0	**1418**	39	27	1067	3665	0	**4732**	0	4	**6152**
% Approach	50.0%	50.0%	0.0%				35.3%	64.7%	0.0%				22.5%	77.5%	0.0%				
% Total	0.0%	0.0%	0.0%	**0.0%**			8.1%	14.9%	0.0%	**23.0%**			17.3%	59.6%	0.0%	**76.9%**			
Lights and Motorcycles	0	1	0	**1**			466	900	0	**1366**			1046	3600	0	**4646**			**6013**
% Lights and Motorcycles	0.0%	100.0%	0.0%	**50.0%**			93.2%	98.0%	0.0%	**96.3%**			98.0%	98.2%	0.0%	**98.2%**			**97.7%**
Heavy	0	0	0	**0**			33	10	0	**43**			14	63	0	**77**			**120**
% Heavy	0.0%	0.0%	0.0%	**0.0%**			6.6%	1.1%	0.0%	**3.0%**			1.3%	1.7%	0.0%	**1.6%**			**2.0%**
Bicycles on Road	1	0	0	**1**			1	8	0	**9**			7	2	0	**9**			**19**
% Bicycles on Road	100.0%	0.0%	0.0%	**50.0%**			0.2%	0.9%	0.0%	**0.6%**			0.7%	0.1%	0.0%	**0.2%**			**0.3%**
Pedestrians					1	2					39	27					0	4	
% Pedestrians					100.0%	100.0%					100.0%	100.0%					0.0%	100.0%	
AM PEAK TOTAL	0	0	0	**0**	0	0	38	109	0	**147**	4	4	51	223	0	**274**	0	4	**421**
% Approach	0.0%	0.0%	0.0%				25.9%	74.1%	0.0%				18.6%	81.4%	0.0%				
% Total	0.0%	0.0%	0.0%	**0.0%**			9.0%	25.9%	0.0%	**34.9%**			12.1%	53.0%	0.0%	**65.1%**			
PHF (7:30 AM - 8:30 AM)	0	0	0	**0**			0.792	0.852	0	**0.875**			0.638	0.774	0	**0.806**			**0.829**
Lights and Motorcycles	0	0	0	**0**			38	108	0	**146**			51	214	0	**265**			**411**
% Lights and Motorcycles	0.0%	0.0%	0.0%				100.0%	99.1%	0.0%	**99.3%**			100.0%	96.0%	0.0%	**96.7%**			**97.6%**
Heavy	0	0	0	**0**			0	1	0	**1**			0	9	0	**9**			**10**
% Heavy	0.0%	0.0%	0.0%				0.0%	0.9%	0.0%	**0.7%**			0.0%	4.0%	0.0%	**3.3%**			**2.4%**
Bicycles on Road	0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**
% Bicycles on Road	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians					0	0					4	4					0	4	
% Pedestrians					0.0%	0.0%					100.0%	100.0%					0.0%	100.0%	
PM PEAK TOTAL	0	0	0	**0**	0	1	44	92	0	**136**	3	2	156	535	0	**691**	0	0	**827**
% Approach	0.0%	0.0%	0.0%				32.4%	67.6%	0.0%				22.6%	77.4%	0.0%				
% Total	0.0%	0.0%	0.0%	**0.0%**			5.3%	11.1%	0.0%	**16.4%**			18.9%	64.7%	0.0%	**83.6%**			
PHF (4:45 PM - 5:45 PM)	0	0	0	**0**			0.5	0.852	0	**0.791**			0.807	0.904	0	**0.908**			**0.886**
Lights and Motorcycles	0	0	0	**0**			44	92	0	**136**			155	531	0	**686**			**822**
% Lights and Motorcycles	0.0%	0.0%	0.0%				100.0%	100.0%	0.0%	**100.0%**			99.4%	99.3%	0.0%	**99.3%**			**99.4%**
Heavy	0	0	0	**0**			0	0	0	**0**			0	4	0	**4**			**4**
% Heavy	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	**0.0%**			0.0%	0.7%	0.0%	**0.6%**			**0.5%**
Bicycles on Road	0	0	0	**0**			0	0	0	**0**			1	0	0	**1**			**1**
% Bicycles on Road	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	**0.0%**			0.6%	0.0%	0.0%	**0.1%**			**0.1%**
Pedestrians					0	1					3	2					0	0	
% Pedestrians					0.0%	100.0%					100.0%	100.0%					0.0%	0.0%	

Study Name	Floyd St & Hill St															
Leg	East					South					West					
Direction	Westbound					Northbound					Eastbound					
Start Time	Thru	Left	U-Turn	**App Total**	Peds	Right	Left	U-Turn	**App Total**	Peds	Right	Thru	U-Turn	**App Total**	Peds	**Int Total**
2013-04-18 07:00:00	53	23	0	**76**	0	15	49	0	**64**	0	28	29	0	**57**	0	**197**
2013-04-18 07:15:00	68	18	0	**86**	0	20	64	0	**84**	0	35	37	0	**72**	0	**242**
2013-04-18 07:30:00	60	16	0	**76**	0	24	28	0	**52**	0	41	45	0	**86**	0	**214**
2013-04-18 07:45:00	62	20	0	**82**	0	21	33	0	**54**	0	20	34	0	**54**	0	**190**
2013-04-18 08:00:00	47	12	0	**59**	0	25	22	0	**47**	0	20	29	0	**49**	0	**155**
2013-04-18 08:15:00	51	10	0	**61**	0	15	15	0	**30**	0	20	31	0	**51**	0	**142**
2013-04-18 08:30:00	53	15	0	**68**	0	13	17	0	**30**	1	22	38	0	**60**	0	**158**
2013-04-18 08:45:00	53	10	0	**63**	1	20	25	0	**45**	0	15	44	0	**59**	0	**167**
2013-04-18 09:00:00	48	20	0	**68**	0	15	20	0	**35**	0	18	27	0	**45**	0	**148**
2013-04-18 09:15:00	24	21	0	**45**	0	22	11	0	**33**	0	18	31	0	**49**	0	**127**
2013-04-18 09:30:00	39	10	0	**49**	0	18	15	0	**33**	0	21	33	0	**54**	0	**136**
2013-04-18 09:45:00	45	7	0	**52**	0	29	7	0	**36**	0	18	41	0	**59**	0	**147**
2013-04-18 10:00:00	40	14	0	**54**	0	16	15	0	**31**	0	17	16	0	**33**	0	**118**
2013-04-18 10:15:00	28	11	0	**39**	0	13	14	0	**27**	0	17	41	0	**58**	0	**124**
2013-04-18 10:30:00	25	18	0	**43**	0	11	23	0	**34**	0	22	42	0	**64**	0	**141**
2013-04-18 10:45:00	26	8	0	**34**	0	14	15	0	**29**	0	24	37	0	**61**	0	**124**
2013-04-18 11:00:00	34	24	0	**58**	0	25	26	0	**51**	0	28	40	0	**68**	0	**177**
2013-04-18 11:15:00	49	11	0	**60**	0	27	21	0	**48**	0	17	30	0	**47**	0	**155**
2013-04-18 11:30:00	41	21	0	**62**	0	18	17	0	**35**	0	24	44	0	**68**	0	**165**
2013-04-18 11:45:00	41	13	0	**54**	0	23	12	0	**35**	0	20	35	0	**55**	0	**144**
2013-04-18 12:00:00	51	21	0	**72**	0	20	29	0	**49**	0	32	38	0	**70**	0	**191**
2013-04-18 12:15:00	37	19	0	**56**	0	20	35	0	**55**	0	27	54	0	**81**	0	**192**
2013-04-18 12:30:00	47	19	0	**66**	0	20	30	0	**50**	0	30	33	0	**63**	0	**179**
2013-04-18 12:45:00	35	13	0	**48**	0	24	23	0	**47**	0	19	42	0	**61**	0	**156**
2013-04-18 13:00:00	44	16	0	**60**	2	20	29	0	**49**	0	25	38	0	**63**	0	**172**
2013-04-18 13:15:00	45	14	0	**59**	0	20	14	0	**34**	0	29	32	0	**61**	0	**154**
2013-04-18 13:30:00	43	13	0	**56**	0	12	20	0	**32**	0	37	43	0	**80**	0	**168**
2013-04-18 13:45:00	37	15	0	**52**	0	16	30	0	**46**	0	33	50	0	**83**	0	**181**
2013-04-18 14:00:00	50	17	0	**67**	0	21	31	0	**52**	0	32	38	0	**70**	0	**189**
2013-04-18 14:15:00	57	18	0	**75**	0	21	38	0	**59**	0	58	79	0	**137**	0	**271**
2013-04-18 14:30:00	47	23	0	**70**	0	26	33	0	**59**	2	68	94	0	**162**	0	**291**
2013-04-18 14:45:00	52	16	0	**68**	0	22	20	0	**42**	0	30	54	0	**84**	0	**194**
2013-04-18 15:00:00	74	17	0	**91**	0	15	24	0	**39**	1	55	46	0	**101**	0	**231**
2013-04-18 15:15:00	61	19	0	**80**	0	11	28	0	**39**	0	31	38	0	**69**	0	**188**
2013-04-18 15:30:00	65	29	0	**94**	0	19	17	0	**36**	0	46	74	0	**120**	0	**250**
2013-04-18 15:45:00	61	15	0	**76**	0	18	36	0	**54**	0	44	68	0	**112**	0	**242**
2013-04-18 16:00:00	62	15	0	**77**	0	14	26	0	**40**	1	59	52	0	**111**	0	**228**
2013-04-18 16:15:00	49	16	0	**65**	0	10	15	0	**25**	0	37	65	0	**102**	0	**192**
2013-04-18 16:30:00	57	21	0	**78**	0	16	35	0	**51**	1	43	57	0	**100**	0	**229**
2013-04-18 16:45:00	69	28	0	**97**	0	21	36	0	**57**	0	48	82	0	**130**	0	**284**
2013-04-18 17:00:00	95	20	0	**115**	0	27	61	0	**88**	1	48	90	0	**138**	0	**341**
2013-04-18 17:15:00	86	21	0	**107**	0	19	60	0	**79**	0	46	85	0	**131**	0	**317**
2013-04-18 17:30:00	94	13	0	**107**	0	19	37	0	**56**	1	42	70	0	**112**	0	**275**
2013-04-18 17:45:00	69	12	0	**81**	0	19	38	0	**57**	2	29	69	0	**98**	0	**236**
2013-04-18 18:00:00	47	9	0	**56**	0	15	40	0	**55**	1	34	34	0	**68**	0	**179**
2013-04-18 18:15:00	52	9	0	**61**	0	13	29	0	**42**	2	24	47	0	**71**	0	**174**
2013-04-18 18:30:00	31	11	0	**42**	0	14	16	0	**30**	0	27	33	0	**60**	0	**132**
2013-04-18 18:45:00	41	11	0	**52**	0	20	18	0	**38**	1	20	40	0	**60**	0	**150**
Grand Total	2445	772	0	**3217**	3	896	1297	0	**2193**	14	1498	2249	0	**3747**	0	**9157**
% Approach	76.0%	24.0%	0.0%			40.9%	59.1%	0.0%			40.0%	60.0%	0.0%			
% Total	26.7%	8.4%	0.0%	**35.1%**		9.8%	14.2%	0.0%	**23.9%**		16.4%	24.6%	0.0%	**40.9%**		
Cars	2304	716	0	**3020**		826	1223	0	**2049**		1394	2124	0	**3518**		**8587**
% Cars	94.2%	92.7%	0.0%	**93.9%**		92.2%	94.3%	0.0%	**93.4%**		93.1%	94.4%	0.0%	**93.9%**		**93.8%**
Articulated Trucks and Sir	124	53	0	**177**		66	66	0	**132**		101	112	0	**213**		**522**
% Articulated Trucks and S	5.1%	6.9%	0.0%	**5.5%**		7.4%	5.1%	0.0%	**6.0%**		6.7%	5.0%	0.0%	**5.7%**		**5.7%**
Bicycles on Road	17	3	0	**20**		4	8	0	**12**		3	13	0	**16**		**48**
% Bicycles on Road	0.7%	0.4%	0.0%	**0.6%**		0.4%	0.6%	0.0%	**0.5%**		0.2%	0.6%	0.0%	**0.4%**		**0.5%**
Pedestrians					3					14					0	
% Pedestrians					100.0%					100.0%					0.0%	
PM PEAK TOTAL	243	77	0	**320**	0	80	174	0	**254**	0	124	145	0	**269**	0	**843**
% Approach	75.9%	24.1%	0.0%			31.5%	68.5%	0.0%			46.1%	53.9%	0.0%			
% Total	28.8%	9.1%	0.0%	**38.0%**		9.5%	20.6%	0.0%	**30.1%**		14.7%	17.2%	0.0%	**31.9%**		
PHF (7 AM - 8 AM)	0.89	0.837	0	**0.927**		0.833	0.68	0	**0.756**		0.756	0.806	0	**0.782**		**0.87**
Cars	215	73	0	**288**		77	168	0	**245**		116	138	0	**254**		**787**
% Cars	88.5%	94.8%	0.0%	**90.0%**		96.3%	96.6%	0.0%	**96.5%**		93.5%	95.2%	0.0%	**94.4%**		**93.4%**
Articulated Trucks and Sir	27	4	0	**31**		3	6	0	**9**		8	7	0	**15**		**55**
% Articulated Trucks and S	11.1%	5.2%	0.0%	**9.7%**		3.8%	3.4%	0.0%	**3.5%**		6.5%	4.8%	0.0%	**5.6%**		**6.5%**
Bicycles on Road	1	0	0	**1**		0	0	0	**0**		0	0	0	**0**		**1**
% Bicycles on Road	0.4%	0.0%	0.0%	**0.3%**		0.0%	0.0%	0.0%	**0.0%**		0.0%	0.0%	0.0%	**0.0%**		**0.1%**
Pedestrians					0					0					0	
% Pedestrians					0.0%					0.0%					0.0%	
PM PEAK TOTAL	344	82	0	**426**	0	86	194	0	**280**	2	184	327	0	**511**	0	**1217**
% Approach	80.8%	19.2%	0.0%			30.7%	69.3%	0.0%			36.0%	64.0%	0.0%			
% Total	28.3%	6.7%	0.0%	**35.0%**		7.1%	15.9%	0.0%	**23.0%**		15.1%	26.9%	0.0%	**42.0%**		
PHF (4:45 PM - 5:45 PM)	0.903	0.732	0	**0.924**		0.84	0.795	0	**0.808**		0.953	0.897	0	**0.917**		**0.892**
Cars	335	81	0	**416**		81	191	0	**272**		177	313	0	**490**		**1178**
% Cars	97.4%	98.8%	0.0%	**97.7%**		94.2%	98.5%	0.0%	**97.1%**		96.2%	95.7%	0.0%	**95.9%**		**96.8%**
Articulated Trucks and Sir	8	1	0	**9**		3	3	0	**6**		6	10	0	**16**		**31**
% Articulated Trucks and S	2.3%	1.2%	0.0%	**2.1%**		3.5%	1.5%	0.0%	**2.1%**		3.3%	3.1%	0.0%	**3.1%**		**2.5%**
Bicycles on Road	1	0	0	**1**		2	0	0	**2**		1	4	0	**5**		**8**
% Bicycles on Road	0.3%	0.0%	0.0%	**0.2%**		2.3%	0.0%	0.0%	**0.7%**		0.5%	1.2%	0.0%	**1.0%**		**0.7%**
Pedestrians					0					2					0	
% Pedestrians					0.0%					100.0%					0.0%	

Study Name	Floyd St & Oak St																																	
Leg	North								East								South								West									
Direction	Southbound								Westbound								Northbound								Eastbound									
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Int Total
2016-04-27 07:00:00	2	1	11	0	**14**	1	0		0	0	0	0	**0**	0	0		7	15	1	0	**23**	0	0		1	70	42	0	**113**	0	0		**150**
2016-04-27 07:15:00	0	3	19	0	**22**	1	0		0	0	0	0	**0**	0	0		5	27	1	0	**33**	0	0		1	100	51	0	**152**	0	0		**207**
2016-04-27 07:30:00	1	4	32	0	**37**	1	0		0	0	0	0	**0**	0	0		8	27	3	0	**38**	0	0		1	80	77	0	**158**	0	1		**233**
2016-04-27 07:45:00	0	4	18	0	**22**	1	1		0	0	0	0	**0**	0	0		11	32	1	0	**44**	0	0		3	97	35	0	**135**	0	1		**201**
2016-04-27 08:00:00	1	2	18	0	**21**	0	0		0	0	0	0	**0**	0	0		4	21	1	0	**26**	0	1		1	75	32	0	**108**	0	0		**155**
2016-04-27 08:15:00	6	5	12	0	**23**	1	1		0	0	0	0	**0**	0	0		6	8	0	0	**14**	0	0		1	74	48	0	**123**	1	1		**160**
2016-04-27 08:30:00	4	5	18	0	**27**	0	0		0	1	0	0	**1**	0	0		5	15	3	0	**23**	0	0		1	88	30	0	**119**	0	0		**170**
2016-04-27 08:45:00	3	9	22	0	**34**	1	0		0	0	0	0	**0**	0	0		4	7	0	0	**11**	0	0		0	95	41	0	**136**	0	0		**181**
2016-04-27 09:00:00	5	5	20	0	**30**	0	1		0	0	0	0	**0**	0	0		2	13	2	0	**17**	0	0		0	86	25	0	**111**	0	0		**158**
2016-04-27 09:15:00	7	4	26	0	**37**	2	1		0	0	0	0	**0**	0	0		4	11	1	0	**16**	0	0		1	76	35	0	**112**	0	0		**165**
2016-04-27 09:30:00	2	4	31	0	**37**	1	2		0	1	0	0	**1**	0	2		1	9	1	0	**11**	0	2		2	86	33	0	**121**	0	1		**170**
2016-04-27 09:45:00	2	6	27	0	**35**	0	1		0	0	0	0	**0**	0	1		2	9	0	0	**11**	0	1		1	89	32	0	**122**	0	1		**168**
2016-04-27 10:00:00	7	6	28	0	**41**	0	0		0	1	0	0	**1**	0	0		4	10	1	0	**15**	0	0		3	103	24	0	**130**	0	1		**187**
2016-04-27 10:15:00	6	3	46	0	**55**	1	2		0	1	0	0	**1**	2	0		6	8	0	0	**14**	0	0		1	89	28	0	**118**	0	0		**188**
2016-04-27 10:30:00	3	1	26	0	**30**	1	1		0	0	0	0	**0**	0	0		5	7	2	0	**14**	0	1		2	77	29	0	**108**	0	2		**152**
2016-04-27 10:45:00	6	5	28	0	**39**	2	2		0	0	0	0	**0**	0	0		1	11	2	0	**14**	0	0		2	91	21	0	**114**	3	0		**167**
2016-04-27 11:00:00	1	7	27	0	**35**	0	0		0	0	0	0	**0**	0	1		4	6	2	0	**12**	1	1		0	81	31	0	**112**	0	1		**159**
2016-04-27 11:15:00	4	6	26	0	**36**	1	0		0	0	0	0	**0**	0	0		2	4	0	0	**6**	1	1		1	122	22	0	**145**	1	0		**187**
2016-04-27 11:30:00	5	4	36	0	**45**	2	0		0	0	0	0	**0**	0	1		4	19	2	0	**25**	0	0		3	108	35	0	**146**	1	0		**216**
2016-04-27 11:45:00	3	8	51	0	**62**	0	3		0	1	0	0	**1**	1	0		5	11	1	0	**17**	2	0		5	116	28	0	**149**	0	2		**229**
2016-04-27 12:00:00	7	4	41	0	**52**	0	2		0	0	0	0	**0**	2	0		4	23	1	0	**28**	2	1		1	106	26	0	**133**	2	0		**213**
2016-04-27 12:15:00	2	8	34	0	**44**	1	0		0	1	0	0	**1**	0	2		3	19	2	0	**24**	0	2		3	96	28	0	**127**	0	0		**196**
2016-04-27 12:30:00	3	10	36	0	**49**	0	1		0	0	0	0	**0**	1	0		7	17	2	0	**26**	1	0		6	104	36	0	**146**	1	1		**221**
2016-04-27 12:45:00	4	7	37	0	**48**	1	0		0	0	0	0	**0**	2	0		5	20	2	0	**27**	0	1		6	117	17	0	**140**	1	0		**215**
2016-04-27 13:00:00	3	6	26	0	**35**	2	3		0	0	0	0	**0**	0	0		6	8	3	0	**17**	1	2		2	89	25	0	**116**	0	0		**168**
2016-04-27 13:15:00	4	4	37	0	**45**	1	0		0	0	0	0	**0**	0	0		3	19	1	0	**23**	0	0		3	95	28	0	**126**	0	0		**194**
2016-04-27 13:30:00	2	4	32	0	**38**	0	0		0	0	0	0	**0**	2	0		7	18	3	0	**28**	2	0		4	94	28	0	**126**	0	0		**192**
2016-04-27 13:45:00	3	8	36	0	**47**	0	1		0	0	0	0	**0**	0	0		4	14	2	0	**20**	0	0		4	91	27	0	**122**	0	0		**189**
2016-04-27 14:00:00	2	9	35	0	**46**	0	0		0	0	0	0	**0**	0	1		6	14	3	0	**23**	0	0		1	110	31	0	**142**	0	0		**211**
2016-04-27 14:15:00	7	5	46	0	**58**	0	0		0	0	0	0	**0**	0	0		9	16	1	0	**26**	2	0		2	88	42	0	**132**	0	0		**216**
2016-04-27 14:30:00	4	8	38	0	**50**	0	0		0	0	0	0	**0**	0	2		9	20	2	0	**31**	1	0		1	104	51	0	**156**	1	0		**237**
2016-04-27 14:45:00	3	12	31	0	**46**	1	1		0	0	0	0	**0**	0	0		5	20	1	0	**26**	0	0		3	120	44	0	**167**	1	1		**239**
2016-04-27 15:00:00	7	11	49	0	**67**	1	0		0	0	0	0	**0**	0	2		5	11	0	0	**16**	0	0		1	124	36	0	**161**	0	2		**244**
2016-04-27 15:15:00	5	26	42	0	**73**	1	0		0	0	0	0	**0**	1	0		11	19	1	0	**31**	0	0		4	109	30	0	**143**	0	0		**247**
2016-04-27 15:30:00	7	13	65	0	**85**	1	0		0	0	0	0	**0**	0	0		5	29	1	0	**35**	0	0		3	125	44	0	**172**	0	0		**292**
2016-04-27 15:45:00	6	11	50	0	**67**	1	0		0	0	0	0	**0**	2	0		8	22	6	0	**36**	1	0		3	132	34	0	**169**	0	0		**272**
2016-04-27 16:00:00	5	11	69	0	**85**	0	0		0	0	0	0	**0**	1	2		8	22	4	0	**34**	2	0		1	110	47	0	**158**	0	0		**277**
2016-04-27 16:15:00	7	17	51	0	**75**	0	1		0	0	0	0	**0**	0	0		10	24	1	0	**35**	0	0		2	131	39	0	**172**	0	0		**282**
2016-04-27 16:30:00	15	16	57	0	**88**	1	3		0	0	0	0	**0**	0	1		10	31	2	0	**43**	1	0		3	124	38	0	**165**	0	1		**296**
2016-04-27 16:45:00	10	17	56	0	**83**	2	2		0	0	0	0	**0**	0	1		9	25	2	0	**36**	1	0		1	139	40	0	**180**	1	0		**299**
2016-04-27 17:00:00	5	12	61	0	**78**	1	3		0	0	0	0	**0**	0	0		8	34	1	0	**43**	0	1		4	135	32	0	**171**	0	0		**292**
2016-04-27 17:15:00	3	25	45	0	**73**	0	0		0	0	0	0	**0**	0	0		10	24	1	0	**35**	0	1		3	124	37	0	**164**	1	0		**272**
2016-04-27 17:30:00	5	11	39	0	**55**	4	1		0	0	0	0	**0**	0	0		2	21	3	0	**26**	1	0		2	131	40	0	**173**	0	1		**254**
2016-04-27 17:45:00	9	8	38	0	**55**	0	0		0	0	0	0	**0**	0	1		7	7	3	0	**17**	0	2		3	101	34	0	**138**	0	0		**210**
2016-04-27 18:00:00	2	15	37	0	**54**	0	0		0	0	0	0	**0**	0	0		10	15	1	0	**26**	0	0		1	90	22	0	**113**	0	1		**193**
2016-04-27 18:15:00	3	4	34	0	**41**	0	2		0	1	0	0	**1**	0	1		7	17	3	0	**27**	1	0		2	119	31	0	**152**	0	0		**221**
2016-04-27 18:30:00	6	7	26	0	**39**	1	0		0	0	0	0	**0**	0	0		2	14	2	0	**18**	0	0		2	99	31	0	**132**	2	0		**189**
2016-04-27 18:45:00	8	6	36	0	**50**	0	0		0	0	0	0	**0**	0	3		6	18	4	0	**28**	3	3		3	92	23	0	**118**	0	0		**196**
Grand Total	215	387	1706	0	**2308**	35	35		0	7	0	0	**7**	14	21		276	811	82	0	**1169**	23	20		104	4902	1640	0	**6646**	16	18		**10130**
% Approach	9.3%	16.8%	73.9%	0.0%					0.0%	100.0%	0.0%	0.0%					23.6%	69.4%	7.0%	0.0%					1.6%	73.8%	24.7%	0.0%					
% Total	2.1%	3.8%	16.8%	0.0%	**22.8%**				0.0%	0.1%	0.0%	0.0%	**0.1%**				2.7%	8.0%	0.8%	0.0%	**11.5%**				1.0%	48.4%	16.2%	0.0%	**65.6%**				
Lights and Motorcycles	203	377	1640	0	**2220**				0	1	0	0	**1**				261	785	78	0	**1124**				98	4637	1567	0	**6302**				**9647**
% Lights and Motorcycles	94.4%	97.4%	96.1%	0.0%	**96.2%**				0.0%	14.3%	0.0%	0.0%	**14.3%**				94.6%	96.8%	95.1%	0.0%	**96.2%**				94.2%	94.6%	95.5%	0.0%	**94.8%**				**95.2%**
Heavy	11	7	66	0	**84**				0	0	0	0	**0**				12	24	4	0	**40**				5	257	70	0	**332**				**456**
% Heavy	5.1%	1.8%	3.9%	0.0%	**3.6%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				4.3%	3.0%	4.9%	0.0%	**3.4%**				4.8%	5.2%	4.3%	0.0%	**5.0%**				**4.5%**
Bicycles on Road	1	3	0	0	**4**				0	6	0	0	**6**				3	2	0	0	**5**				1	8	3	0	**12**				**27**
% Bicycles on Road	0.5%	0.8%	0.0%	0.0%	**0.2%**				0.0%	85.7%	0.0%	0.0%	**85.7%**				1.1%	0.2%	0.0%	0.0%	**0.4%**				1.0%	0.2%	0.2%	0.0%	**0.2%**				**0.3%**
Pedestrians						35	35							14	21							23	20							16	18		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
AM PEAK TOTAL	2	13	87	0	**102**	3	1		0	0	0	0	**0**	0	0		28	107	6	0	**141**	0	1		6	352	195	0	**553**	0	2		**796**
% Approach	2.0%	12.7%	85.3%	0.0%					0.0%	0.0%	0.0%	0.0%					19.9%	75.9%	4.3%	0.0%					1.1%	63.7%	35.3%	0.0%					
% Total	0.3%	1.6%	10.9%	0.0%	**12.8%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				3.5%	13.4%	0.8%	0.0%	**17.7%**				0.8%	44.2%	24.5%	0.0%	**69.5%**				
PHF (7:15 AM - 8:15 AM)	0.5	0.813	0.68	0	**0.689**				0	0	0	0	**0**				0.636	0.836	0.5	0	**0.801**				0.5	0.886	0.633	0	**0.873**				**0.853**
Lights and Motorcycles	2	12	80	0	**94**				0	0	0	0	**0**				25	104	6	0	**135**				6	323	185	0	**514**				**743**
% Lights and Motorcycles	100.0%	92.3%	92.0%	0.0%	**92.2%**				0.0%	0.0%	0.0%	0.0%					89.3%	97.2%	100.0%	0.0%	**95.7%**				100.0%	91.8%	94.9%	0.0%	**92.9%**				**93.3%**
Heavy	0	1	7	0	**8**				0	0	0	0	**0**				3	3	0	0	**6**				0	28	10	0	**38**				**52**
% Heavy	0.0%	7.7%	8.0%	0.0%	**7.8%**				0.0%	0.0%	0.0%	0.0%					10.7%	2.8%	0.0%	0.0%	**4.3%**				0.0%	8.0%	5.1%	0.0%	**6.9%**				**6.5%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				0	1	0	0	**1**				**1**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.3%	0.0%	0.0%	**0.2%**				**0.1%**
Pedestrians						3	1							0	0							0	1							0	2		
% Pedestrians						100.0%	100.0%							0.0%	0.0%							0.0%	100.0%							0.0%	100.0%		
PM PEAK TOTAL	37	62	225	0	**324**	4	9		0	0	0	0	**0**	0	2		37	114	6	0	**157**	2	1		10	529	149	0	**688**	1	1		**1169**
% Approach	11.4%	19.1%	69.4%	0.0%					0.0%	0.0%	0.0%	0.0%					23.6%	72.6%	3.8%	0.0%					1.5%	76.9%	21.7%	0.0%					
% Total	3.2%	5.3%	19.2%	0.0%	**27.7%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				3.2%	9.8%	0.5%	0.0%	**13.4%**				0.9%	45.3%	12.7%	0.0%	**58.9%**				
PHF (4:15 PM - 5:15 PM)	0.617	0.912	0.922	0	**0.92**				0	0	0	0	**0**				0.9	0.838	0.75	0	**0.907**				0.75	0.957	0.931	0	**0.958**				**0.978**
Lights and Motorcycles	36	62	220	0	**318**				0	0	0	0	**0**				33	111	5	0	**149**				9	521	147	0	**677**				**1144**
% Lights and Motorcycles	97.3%	100.0%	97.8%	0.0%	**98.1%**				0.0%	0.0%	0.0%	0.0%					89.2%	97.4%	83.3%	0.0%	**94.9%**				90.0%	98.5%	98.7%	0.0%	**98.4%**				**97.9%**
Heavy	1	0	5	0	**6**				0	0	0	0	**0**				3	3	1	0	**7**				0	7	2	0	**9**				**22**
% Heavy	2.7%	0.0%	2.2%	0.0%	**1.9%**				0.0%	0.0%	0.0%	0.0%					8.1%	2.6%	16.7%	0.0%	**4.5%**				0.0%	1.3%	1.3%	0.0%	**1.3%**				**1.9%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				1	0	0	0	**1**				1	1	0	0	**2**				**3**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%					2.7%	0.0%	0.0%	0.0%	**0.6%**				10.0%	0.2%	0.0%	0.0%	**0.3%**				**0.3%**
Pedestrians						4	9							0	2							2	1							1	1		
% Pedestrians						100.0%	100.0%							0.0%	100.0%							100.0%	100.0%							100.0%	100.0%		

Study Name: Preston St & St Catherine

Leg	North								East								South								West								
Direction	Southbound								Westbound								Northbound								Eastbound								
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Int Total
2017-01-11 07:00:00	18	56	0	0	**74**	3	1	0	60	0	0	**60**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	**134**
2017-01-11 07:15:00	22	80	0	0	**102**	0	1	0	84	0	0	**84**	0	1	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	1	0	**186**
2017-01-11 07:30:00	22	92	0	0	**114**	0	1	0	104	0	1	**105**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	**219**
2017-01-11 07:45:00	10	57	0	0	**67**	0	0	0	111	0	0	**111**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	**178**
2017-01-11 08:00:00	8	59	0	0	**67**	0	0	0	116	0	0	**116**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	2	2	0	**183**
2017-01-11 08:15:00	6	41	0	0	**47**	0	0	0	85	1	0	**86**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	1	0	**133**
2017-01-11 08:30:00	18	59	0	0	**77**	0	1	0	53	0	0	**53**	1	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	**130**
2017-01-11 08:45:00	13	67	0	0	**80**	1	0	0	148	0	0	**148**	1	1	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	1	0	0	**228**
2017-01-11 09:00:00	9	64	0	0	**73**	1	1	0	95	1	0	**96**	2	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	**169**
2017-01-11 09:15:00	12	50	0	0	**62**	0	0	0	74	1	0	**75**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	**137**
2017-01-11 09:30:00	13	50	0	0	**63**	0	1	0	51	1	0	**52**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	**115**
2017-01-11 09:45:00	13	65	0	0	**78**	1	1	0	66	0	0	**66**	0	1	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	**144**
2017-01-11 10:00:00	17	72	0	0	**89**	1	0	0	42	0	0	**42**	0	1	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	3	0	0	**131**
2017-01-11 10:15:00	16	52	0	0	**68**	1	1	0	56	1	0	**57**	0	1	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	2	0	**125**
2017-01-11 10:30:00	11	59	0	0	**70**	0	0	0	53	0	0	**53**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	2	0	0	**123**
2017-01-11 10:45:00	16	60	0	0	**76**	1	0	0	48	0	0	**48**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	**124**
2017-01-11 11:00:00	12	71	0	0	**83**	0	2	0	54	0	0	**54**	0	2	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	1	2	0	**137**
2017-01-11 11:15:00	11	77	0	0	**88**	0	0	0	65	0	0	**65**	0	1	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	**153**
2017-01-11 11:30:00	18	88	0	0	**106**	0	1	0	54	3	0	**57**	1	1	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	**163**
2017-01-11 11:45:00	20	76	0	0	**96**	1	0	0	65	0	0	**65**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	2	0	**161**
2017-01-11 12:00:00	18	89	0	0	**107**	7	0	0	65	0	0	**65**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	1	0	**172**
2017-01-11 12:15:00	14	71	1	0	**86**	2	0	0	67	0	0	**67**	1	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	3	0	**153**
2017-01-11 12:30:00	10	67	0	0	**77**	0	0	0	75	3	0	**78**	0	3	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	**155**
2017-01-11 12:45:00	11	64	0	0	**75**	1	0	0	80	2	0	**82**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	**157**
2017-01-11 13:00:00	17	87	0	0	**104**	0	0	0	66	1	0	**67**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	0	0	**171**
2017-01-11 13:15:00	19	73	0	0	**92**	0	0	0	72	0	0	**72**	0	1	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	2	0	**164**
2017-01-11 13:30:00	16	86	0	0	**102**	0	0	0	56	1	0	**57**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	**159**
2017-01-11 13:45:00	17	81	0	0	**98**	0	0	0	61	2	0	**63**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	3	0	**161**
2017-01-11 14:00:00	18	93	0	0	**111**	1	0	0	84	0	0	**84**	2	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	0	0	**195**
2017-01-11 14:15:00	21	111	0	0	**132**	2	1	0	69	1	0	**70**	1	1	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	4	1	0	**202**
2017-01-11 14:30:00	35	133	1	0	**169**	1	0	0	81	1	0	**82**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	4	0	**251**
2017-01-11 14:45:00	21	92	0	0	**113**	0	2	0	82	2	0	**84**	0	1	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	2	0	**197**
2017-01-11 15:00:00	26	112	0	0	**138**	0	0	0	96	3	0	**99**	1	2	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	2	0	**237**
2017-01-11 15:15:00	22	138	0	0	**160**	0	0	0	101	1	0	**102**	0	1	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	**262**
2017-01-11 15:30:00	43	138	0	0	**181**	0	1	0	106	0	0	**106**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	**287**
2017-01-11 15:45:00	25	144	0	0	**169**	0	0	0	74	0	0	**74**	2	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	1	0	**243**
2017-01-11 16:00:00	29	179	0	0	**208**	0	0	0	117	0	0	**117**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	**325**
2017-01-11 16:15:00	38	180	0	0	**218**	2	0	0	91	0	0	**91**	1	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	0	1	0	**309**
2017-01-11 16:30:00	34	197	0	0	**231**	6	1	0	89	0	0	**89**	3	1	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	2	0	0	**320**
2017-01-11 16:45:00	31	200	0	0	**231**	0	0	0	116	0	0	**116**	0	0	0	0	0	0	0	**0**	0	5	0	0	0	0	0	**0**	0	1	0	**347**
2017-01-11 17:00:00	21	221	0	0	**242**	1	1	0	106	2	0	**108**	0	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	1	0	0	**350**
2017-01-11 17:15:00	22	205	0	0	**227**	0	0	0	90	0	0	**90**	1	0	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	2	0	**317**
2017-01-11 17:30:00	16	139	0	0	**155**	0	3	0	84	0	0	**84**	0	0	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	0	0	0	**239**
2017-01-11 17:45:00	21	115	0	0	**136**	0	0	0	75	2	0	**77**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	**213**
2017-01-11 18:00:00	13	102	0	0	**115**	0	0	0	84	0	0	**84**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	1	0	**199**
2017-01-11 18:15:00	27	97	0	0	**124**	1	0	0	89	0	0	**89**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0	0	**213**
2017-01-11 18:30:00	17	64	0	0	**81**	1	2	0	67	0	0	**67**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	3	0	**148**
2017-01-11 18:45:00	14	56	0	0	**70**	0	0	0	50	0	0	**50**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	0	**120**
Grand Total	901	4629	2	0	**5532**	35	22	0	3777	29	1	**3807**	17	19	0	0	0	0	0	**0**	5	14	0	0	0	0	0	**0**	32	44	0	**9339**
% Approach	16.3%	83.7%	0.0%	0.0%				0.0%	99.2%	0.8%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					
% Total	9.6%	49.6%	0.0%	0.0%	**59.2%**			0.0%	40.4%	0.3%	0.0%	**40.8%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				
Lights and Motorcycles	867	4416	2	0	**5285**			0	3636	28	1	**3665**				0	0	0	0	**0**				0	0	0	0	**0**				**8950**
% Lights and Motorcycles	96.2%	95.4%	100.0%	0.0%	**95.5%**			0.0%	96.3%	96.6%	100.0%	**96.3%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**95.8%**
Heavy	34	212	0	0	**246**			0	139	1	0	**140**				0	0	0	0	**0**				0	0	0	0	**0**				**386**
% Heavy	3.8%	4.6%	0.0%	0.0%	**4.4%**			0.0%	3.7%	3.4%	0.0%	**3.7%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**4.1%**
Bicycles on Road	0	1	0	0	**1**			0	2	0	0	**2**				0	0	0	0	**0**				0	0	0	0	**0**				**3**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	0.0%	**0.1%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**0.0%**
Pedestrians						35	22						17	19							5	14							32	44		
% Pedestrians						100.0%	100.0%						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
AM PEAK TOTAL	62	288	0	0	**350**	0	2	0	415	0	1	**416**	0	1	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	3	3	0	**766**
% Approach	17.7%	82.3%	0.0%	0.0%				0.0%	99.8%	0.0%	0.2%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					
% Total	8.1%	37.6%	0.0%	0.0%	**45.7%**			0.0%	54.2%	0.0%	0.1%	**54.3%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				
PHF (7:15 AM - 8:15 AM)	0.705	0.783	0	0	**0.768**			0	0.894	0	0.25	**0.897**				0	0	0	0	**0**				0	0	0	0	**0**				**0.874**
Lights and Motorcycles	60	267	0	0	**327**			0	400	0	1	**401**				0	0	0	0	**0**				0	0	0	0	**0**				**728**
% Lights and Motorcycles	96.8%	92.7%	0.0%	0.0%	**93.4%**			0.0%	96.4%	0.0%	100.0%	**96.4%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**95.0%**
Heavy	2	21	0	0	**23**			0	15	0	0	**15**				0	0	0	0	**0**				0	0	0	0	**0**				**38**
% Heavy	3.2%	7.3%	0.0%	0.0%	**6.6%**			0.0%	3.6%	0.0%	0.0%	**3.6%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**5.0%**
Bicycles on Road	0	0	0	0	**0**			0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**0.0%**
Pedestrians						0	2						0	1							0	1							3	3		
% Pedestrians						0.0%	100.0%						0.0%	100.0%							0.0%	100.0%							100.0%	100.0%		
PM PEAK TOTAL	108	823	0	0	**931**	7	2	0	401	2	0	**403**	4	1	0	0	0	0	0	**0**	0	8	0	0	0	0	0	**0**	3	3	0	**1334**
% Approach	11.6%	88.4%	0.0%	0.0%				0.0%	99.5%	0.5%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					
% Total	8.1%	61.7%	0.0%	0.0%	**69.8%**			0.0%	30.1%	0.1%	0.0%	**30.2%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				
PHF (4:30 PM - 5:30 PM)	0.794	0.931	0	0	**0.962**			0	0.864	0.25	0	**0.869**				0	0	0	0	**0**				0	0	0	0	**0**				**0.953**
Lights and Motorcycles	104	808	0	0	**912**			0	393	2	0	**395**				0	0	0	0	**0**				0	0	0	0	**0**				**1307**
% Lights and Motorcycles	96.3%	98.2%	0.0%	0.0%	**98.0%**			0.0%	98.0%	100.0%	0.0%	**98.0%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**98.0%**
Heavy	4	15	0	0	**19**			0	8	0	0	**8**				0	0	0	0	**0**				0	0	0	0	**0**				**27**
% Heavy	3.7%	1.8%	0.0%	0.0%	**2.0%**			0.0%	2.0%	0.0%	0.0%	**2.0%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**2.0%**
Bicycles on Road	0	0	0	0	**0**			0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**0.0%**
Pedestrians						7	2						4	1							0	8							3	3		
% Pedestrians						100.0%	100.0%						100.0%	100.0%							0.0%	100.0%							100.0%	100.0%		

Study Name: Brook St & St Catherine St

Leg	Southbound Street					Westbound Street					Northbound Street					Eastbound Street		
Direction	Southbound					Westbound					Northbound					Eastbound		
Start Time	Right	Thru	U-Turn	App Total	Peds	Right	Thru	Left	App Total	Peds	Thru	Left	U-Turn	App Total	Peds	App Total	Peds	Int Total
2012-01-05 07:00:00	0	2	0	**2**	0	7	93	1	**101**	0	38	4	0	**42**	0	**0**	0	**145**
2012-01-05 07:15:00	1	1	0	**2**	0	11	144	1	**156**	0	58	2	0	**60**	0	**0**	0	**218**
2012-01-05 07:30:00	0	4	0	**4**	1	8	160	2	**170**	0	92	10	0	**102**	0	**0**	0	**276**
2012-01-05 07:45:00	0	2	0	**2**	5	9	163	1	**173**	5	63	6	0	**69**	0	**0**	1	**244**
2012-01-05 08:00:00	0	1	0	**1**	1	9	133	1	**143**	1	44	7	0	**51**	1	**0**	0	**195**
2012-01-05 08:15:00	1	3	0	**4**	1	13	153	2	**168**	2	46	3	0	**49**	3	**0**	0	**221**
2012-01-05 08:30:00	2	8	0	**10**	0	11	148	1	**160**	1	41	4	0	**45**	1	**0**	0	**215**
2012-01-05 08:45:00	2	7	0	**9**	3	10	139	0	**149**	1	49	5	0	**54**	1	**0**	0	**212**
2012-01-05 09:00:00	3	4	0	**7**	1	12	113	1	**126**	1	18	3	0	**21**	0	**0**	0	**154**
2012-01-05 09:15:00	1	2	0	**3**	1	6	119	0	**125**	1	24	1	0	**25**	0	**0**	0	**153**
2012-01-05 09:30:00	1	4	0	**5**	2	5	142	1	**148**	3	38	1	0	**39**	0	**0**	0	**192**
2012-01-05 09:45:00	0	8	0	**8**	1	6	108	2	**116**	1	30	3	0	**33**	0	**0**	0	**157**
2012-01-05 10:00:00	2	3	0	**5**	2	8	89	1	**98**	0	23	3	0	**26**	0	**0**	0	**129**
2012-01-05 10:15:00	0	5	0	**5**	1	2	77	1	**80**	2	15	1	0	**16**	0	**0**	0	**101**
2012-01-05 10:30:00	1	5	0	**6**	0	6	84	2	**92**	0	18	4	0	**22**	0	**0**	0	**120**
2012-01-05 10:45:00	1	7	0	**8**	1	4	90	3	**97**	0	29	4	0	**33**	0	**0**	0	**138**
2012-01-05 11:00:00	1	4	0	**5**	3	3	80	2	**85**	0	21	5	0	**26**	0	**0**	0	**116**
2012-01-05 11:15:00	0	6	0	**6**	0	4	88	1	**93**	0	27	0	0	**27**	1	**0**	0	**126**
2012-01-05 11:30:00	2	2	0	**4**	4	6	102	4	**112**	0	17	5	0	**22**	3	**0**	1	**138**
2012-01-05 11:45:00	1	8	0	**9**	0	4	114	4	**122**	1	24	6	0	**30**	4	**0**	0	**161**
2012-01-05 12:00:00	2	6	0	**8**	0	4	109	3	**116**	1	24	3	0	**27**	0	**0**	0	**151**
2012-01-05 12:15:00	1	4	0	**5**	4	5	99	3	**107**	1	22	5	0	**27**	0	**0**	3	**139**
2012-01-05 12:30:00	0	5	0	**5**	0	6	125	4	**135**	0	26	6	0	**32**	2	**0**	1	**172**
2012-01-05 12:45:00	1	7	0	**8**	2	8	110	2	**120**	1	27	2	0	**29**	0	**0**	0	**157**
2012-01-05 13:00:00	1	3	0	**4**	0	9	118	1	**128**	1	26	4	0	**30**	1	**0**	0	**162**
2012-01-05 13:15:00	1	3	0	**4**	2	6	121	5	**132**	0	31	3	0	**34**	0	**0**	1	**170**
2012-01-05 13:30:00	1	4	0	**5**	1	5	115	1	**121**	0	34	5	0	**39**	2	**0**	0	**165**
2012-01-05 13:45:00	1	4	0	**5**	2	4	115	3	**122**	1	33	5	0	**38**	1	**0**	1	**165**
2012-01-05 14:00:00	3	9	0	**12**	0	9	116	3	**128**	1	26	5	0	**31**	2	**0**	0	**171**
2012-01-05 14:15:00	0	6	0	**6**	0	4	103	6	**113**	1	26	3	0	**29**	2	**0**	0	**148**
2012-01-05 14:30:00	2	6	0	**8**	2	8	118	6	**132**	2	35	1	0	**36**	1	**0**	0	**176**
2012-01-05 14:45:00	4	2	0	**6**	0	4	116	5	**125**	0	33	3	0	**36**	1	**0**	0	**167**
2012-01-05 15:00:00	0	10	0	**10**	2	4	118	3	**125**	0	33	3	0	**36**	1	**0**	0	**171**
2012-01-05 15:15:00	1	12	0	**13**	0	4	122	8	**134**	0	22	4	0	**26**	0	**0**	0	**173**
2012-01-05 15:30:00	3	7	0	**10**	2	7	135	4	**146**	1	34	1	0	**35**	1	**0**	2	**191**
2012-01-05 15:45:00	7	12	0	**19**	1	13	169	5	**187**	0	67	8	0	**75**	1	**0**	0	**281**
2012-01-05 16:00:00	0	14	0	**14**	1	6	124	6	**136**	2	34	7	0	**41**	1	**0**	2	**191**
2012-01-05 16:15:00	1	12	0	**13**	3	13	129	4	**146**	0	65	5	0	**70**	0	**0**	2	**229**
2012-01-05 16:30:00	1	10	0	**11**	6	10	130	8	**148**	7	50	3	0	**53**	4	**0**	2	**212**
2012-01-05 16:45:00	1	14	0	**15**	0	10	142	11	**163**	6	59	7	0	**66**	2	**0**	1	**244**
2012-01-05 17:00:00	3	20	0	**23**	0	7	115	4	**126**	0	79	13	0	**92**	2	**0**	1	**241**
2012-01-05 17:15:00	4	27	0	**31**	0	6	110	5	**121**	0	69	6	0	**75**	1	**0**	0	**227**
2012-01-05 17:30:00	1	9	0	**10**	0	8	117	6	**131**	3	60	14	0	**74**	1	**0**	1	**215**
2012-01-05 17:45:00	0	10	0	**10**	2	7	125	2	**134**	2	59	6	0	**65**	0	**0**	0	**209**
2012-01-05 18:00:00	1	7	0	**8**	1	10	99	2	**111**	4	47	6	0	**53**	0	**0**	1	**172**
2012-01-05 18:15:00	0	9	0	**9**	1	13	116	3	**132**	0	33	7	0	**40**	0	**0**	1	**181**
2012-01-05 18:30:00	1	4	0	**5**	3	3	67	6	**76**	2	26	4	0	**30**	0	**0**	0	**111**
2012-01-05 18:45:00	0	0	0	**0**	1	2	64	4	**70**	0	21	0	0	**21**	0	**0**	0	**91**
Grand Total	60	322	0	**382**	63	339	5586	154	**6079**	55	1816	216	0	**2032**	40	**0**	21	**8493**
% Approach	15.7%	84.3%	0.0%			5.6%	91.9%	2.5%			89.4%	10.6%	0.0%					
% Total	0.7%	3.8%	0.0%	**4.5%**		4.0%	65.8%	1.8%	**71.6%**		21.4%	2.5%	0.0%	**23.9%**		**0.0%**		
Cars	56	294	0	**350**		308	5318	150	**5776**		1735	206	0	**1941**		**0**		**8067**
% Cars	93.3%	91.3%	0.0%	**91.6%**		90.9%	95.2%	97.4%	**95.0%**		95.5%	95.4%	0.0%	**95.5%**				**95.0%**
Articulated Trucks and Sir	4	24	0	**28**		31	264	4	**299**		70	10	0	**80**		**0**		**407**
% Articulated Trucks and S	6.7%	7.5%	0.0%	**7.3%**		9.1%	4.7%	2.6%	**4.9%**		3.9%	4.6%	0.0%	**3.9%**				**4.8%**
Bicycles on Road	0	4	0	**4**		0	4	0	**4**		11	0	0	**11**		**0**		**19**
% Bicycles on Road	0.0%	1.2%	0.0%	**1.0%**		0.0%	0.1%	0.0%	**0.1%**		0.6%	0.0%	0.0%	**0.5%**				**0.2%**
Pedestrians					63					55					40		21	
% Pedestrians					100.0%					100.0%					100.0%		100.0%	
AM PEAK TOTAL	1	10	0	**11**	8	39	609	6	**654**	8	245	26	0	**271**	4	**0**	1	**936**
% Approach	9.1%	90.9%	0.0%			6.0%	93.1%	0.9%			90.4%	9.6%	0.0%					
% Total	0.1%	1.1%	0.0%	**1.2%**		4.2%	65.1%	0.6%	**69.9%**		26.2%	2.8%	0.0%	**29.0%**		**0.0%**		
PHF (7:30 AM - 8:30 AM)	0.25	0.625	0	**0.688**		0.75	0.938	0.75	**0.949**		0.663	0.65	0	**0.662**		**0**		**0.846**
Cars	0	10	0	**10**		36	583	6	**625**		240	25	0	**265**		**0**		**900**
% Cars	0.0%	100.0%	0.0%	**90.9%**		92.3%	95.7%	100.0%	**95.6%**		98.0%	96.2%	0.0%	**97.8%**				**96.2%**
Articulated Trucks and Sir	1	0	0	**1**		3	25	0	**28**		4	1	0	**5**		**0**		**34**
% Articulated Trucks and S	100.0%	0.0%	0.0%	**9.1%**		7.7%	4.1%	0.0%	**4.3%**		1.6%	3.8%	0.0%	**1.8%**				**3.6%**
Bicycles on Road	0	0	0	**0**		0	1	0	**1**		1	0	0	**1**		**0**		**2**
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**		0.0%	0.2%	0.0%	**0.2%**		0.4%	0.0%	0.0%	**0.4%**				**0.2%**
Pedestrians					8					8					4		1	
% Pedestrians					100.0%					100.0%					100.0%		100.0%	
PM PEAK TOTAL	6	56	0	**62**	9	40	516	27	**583**	13	253	28	0	**281**	8	**0**	6	**926**
% Approach	9.7%	90.3%	0.0%			6.9%	88.5%	4.6%			90.0%	10.0%	0.0%					
% Total	0.6%	6.0%	0.0%	**6.7%**		4.3%	55.7%	2.9%	**63.0%**		27.3%	3.0%	0.0%	**30.3%**		**0.0%**		
PHF (4:15 PM - 5:15 PM)	0.5	0.7	0	**0.674**		0.769	0.908	0.614	**0.894**		0.801	0.538	0	**0.764**		**0**		**0.949**
Cars	4	51	0	**55**		35	499	25	**559**		248	28	0	**276**		**0**		**890**
% Cars	66.7%	91.1%	0.0%	**88.7%**		87.5%	96.7%	92.6%	**95.9%**		98.0%	100.0%	0.0%	**98.2%**				**96.1%**
Articulated Trucks and Sir	2	5	0	**7**		5	17	2	**24**		5	0	0	**5**		**0**		**36**
% Articulated Trucks and S	33.3%	8.9%	0.0%	**11.3%**		12.5%	3.3%	7.4%	**4.1%**		2.0%	0.0%	0.0%	**1.8%**				**3.9%**
Bicycles on Road	0	0	0	**0**		0	0	0	**0**		0	0	0	**0**		**0**		**0**
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**		0.0%	0.0%	0.0%	**0.0%**		0.0%	0.0%	0.0%	**0.0%**				**0.0%**
Pedestrians					9					13					8		6	
% Pedestrians					100.0%					100.0%					100.0%		100.0%	

Study Name S 1rst St & St Catherine St

Leg	Southbound Street					Westbound Street					Northbound Street					Eastbound Street		
Direction	Southbound					Westbound					Northbound					Eastbound		
Start Time	Right	Thru	U-Turn	App Total	Peds	Right	Thru	Left	App Total	Peds	Thru	Left	U-Turn	App Total	Peds	App Total	Peds	Int Total
2011-11-02 07:00:00	5	23	0	**28**	0	27	127	34	**188**	0	3	1	1	**5**	0	**0**	1	**221**
2011-11-02 07:15:00	5	26	0	**31**	0	27	181	49	**257**	0	7	1	0	**8**	0	**0**	0	**296**
2011-11-02 07:30:00	9	24	0	**33**	0	18	223	27	**268**	0	7	1	0	**8**	0	**0**	0	**309**
2011-11-02 07:45:00	6	33	0	**39**	0	10	220	24	**254**	0	7	2	0	**9**	0	**0**	1	**302**
2011-11-02 08:00:00	6	26	0	**32**	0	19	215	31	**265**	0	4	2	0	**6**	1	**0**	0	**303**
2011-11-02 08:15:00	11	16	0	**27**	1	13	222	26	**261**	0	14	4	0	**18**	3	**0**	1	**306**
2011-11-02 08:30:00	13	22	0	**35**	2	7	225	24	**256**	1	3	5	0	**8**	4	**0**	2	**299**
2011-11-02 08:45:00	13	25	0	**38**	1	2	257	34	**293**	0	2	3	0	**5**	0	**0**	1	**336**
2011-11-02 09:00:00	10	33	0	**43**	0	6	203	20	**229**	1	5	1	0	**6**	1	**0**	4	**278**
2011-11-02 09:15:00	5	28	0	**33**	2	4	175	18	**197**	0	3	1	0	**4**	0	**0**	0	**234**
2011-11-02 09:30:00	6	33	0	**39**	1	4	183	25	**212**	1	12	1	0	**13**	0	**0**	3	**264**
2011-11-02 09:45:00	8	38	0	**46**	0	7	170	16	**193**	1	7	1	0	**8**	0	**0**	5	**247**
2011-11-02 10:00:00	4	31	0	**35**	1	11	135	28	**174**	0	6	0	0	**6**	1	**0**	3	**215**
2011-11-02 10:15:00	12	28	0	**40**	0	11	119	19	**149**	0	7	0	0	**7**	0	**0**	2	**196**
2011-11-02 10:30:00	12	41	0	**53**	3	6	134	17	**157**	0	10	0	0	**10**	0	**0**	0	**220**
2011-11-02 10:45:00	10	25	0	**35**	2	7	136	28	**171**	0	8	4	0	**12**	2	**0**	1	**218**
2011-11-02 11:00:00	15	41	0	**56**	2	11	134	27	**172**	0	5	2	0	**7**	2	**0**	6	**235**
2011-11-02 11:15:00	10	28	0	**38**	1	7	117	28	**152**	3	4	3	0	**7**	1	**0**	2	**197**
2011-11-02 11:30:00	11	48	0	**59**	3	6	154	27	**187**	6	5	0	0	**5**	4	**0**	7	**251**
2011-11-02 11:45:00	6	48	0	**54**	1	10	142	30	**182**	0	7	3	0	**10**	1	**0**	5	**246**
2011-11-02 12:00:00	11	53	0	**64**	2	9	120	28	**157**	1	5	1	0	**6**	1	**0**	6	**227**
2011-11-02 12:15:00	8	45	0	**53**	1	8	121	29	**158**	0	7	0	0	**7**	0	**0**	2	**218**
2011-11-02 12:30:00	13	44	0	**57**	3	8	121	31	**160**	2	8	0	0	**8**	4	**0**	2	**225**
2011-11-02 12:45:00	8	30	0	**38**	0	8	165	18	**191**	1	8	1	0	**9**	2	**0**	3	**238**
2011-11-02 13:00:00	13	34	0	**47**	0	7	156	35	**198**	0	4	1	0	**5**	5	**0**	3	**250**
2011-11-02 13:15:00	21	45	0	**66**	0	4	145	41	**190**	1	6	1	0	**7**	4	**0**	0	**263**
2011-11-02 13:30:00	22	56	0	**78**	0	7	166	28	**201**	3	8	1	1	**10**	1	**0**	2	**289**
2011-11-02 13:45:00	8	64	0	**72**	0	5	163	25	**193**	2	4	2	0	**6**	3	**0**	6	**271**
2011-11-02 14:00:00	9	54	0	**63**	2	16	137	38	**191**	1	5	6	1	**12**	1	**0**	3	**266**
2011-11-02 14:15:00	9	62	0	**71**	2	9	133	31	**173**	0	6	3	0	**9**	2	**0**	0	**253**
2011-11-02 14:30:00	8	51	0	**59**	1	8	129	24	**161**	1	7	1	0	**8**	1	**0**	3	**228**
2011-11-02 14:45:00	10	54	0	**64**	1	7	129	30	**166**	1	2	2	0	**4**	8	**0**	2	**234**
2011-11-02 15:00:00	10	51	0	**61**	0	15	143	33	**191**	2	8	0	0	**8**	0	**0**	4	**260**
2011-11-02 15:15:00	17	34	0	**51**	0	14	145	41	**200**	0	7	0	1	**8**	0	**0**	8	**259**
2011-11-02 15:30:00	17	60	0	**77**	1	7	144	28	**179**	2	8	0	0	**8**	0	**0**	1	**264**
2011-11-02 15:45:00	7	47	0	**54**	1	5	169	28	**202**	4	7	5	0	**12**	3	**0**	7	**268**
2011-11-02 16:00:00	14	50	0	**64**	3	6	154	28	**188**	1	10	4	0	**14**	0	**0**	3	**266**
2011-11-02 16:15:00	12	50	0	**62**	1	7	128	33	**168**	3	14	6	0	**20**	1	**0**	5	**250**
2011-11-02 16:30:00	15	74	0	**89**	2	8	129	29	**166**	2	11	3	0	**14**	3	**0**	8	**269**
2011-11-02 16:45:00	17	108	0	**125**	0	5	139	30	**174**	1	17	1	0	**18**	8	**0**	3	**317**
2011-11-02 17:00:00	28	107	0	**135**	0	7	143	32	**182**	2	16	2	0	**18**	1	**0**	8	**335**
2011-11-02 17:15:00	16	82	0	**98**	5	8	99	37	**144**	1	14	2	0	**16**	1	**0**	2	**258**
2011-11-02 17:30:00	13	82	0	**95**	1	5	137	40	**182**	3	17	2	0	**19**	8	**0**	9	**296**
2011-11-02 17:45:00	7	53	0	**60**	1	6	113	20	**139**	1	10	2	0	**12**	4	**0**	6	**211**
2011-11-02 18:00:00	9	47	0	**56**	6	4	141	28	**173**	0	6	2	0	**8**	3	**0**	4	**237**
2011-11-02 18:15:00	6	31	0	**37**	2	7	149	28	**184**	1	6	2	0	**8**	8	**0**	3	**229**
2011-11-02 18:30:00	14	32	0	**46**	2	7	143	19	**169**	0	5	4	0	**9**	2	**0**	2	**224**
2011-11-02 18:45:00	6	42	0	**48**	0	6	115	28	**149**	0	8	1	0	**9**	6	**0**	0	**206**
Grand Total	525	2159	0	**2684**	57	426	7348	1372	**9146**	49	360	90	4	**454**	100	**0**	149	**12284**
% Approach	19.6%	80.4%	0.0%			4.7%	80.3%	15.0%			79.3%	19.8%	0.9%					
% Total	4.3%	17.6%	0.0%	**21.8%**		3.5%	59.8%	11.2%	**74.5%**		2.9%	0.7%	0.0%	**3.7%**		**0.0%**		
Cars	488	2039	0	**2527**		407	7043	1309	**8759**		353	85	4	**442**		**0**		**11728**
% Cars	93.0%	94.4%	0.0%	**94.2%**		95.5%	95.8%	95.4%	**95.8%**		98.1%	94.4%	100.0%	**97.4%**				**95.5%**
Articulated Trucks and Sir	31	106	0	**137**		17	295	61	**373**		6	3	0	**9**		**0**		**519**
% Articulated Trucks and S	5.9%	4.9%	0.0%	**5.1%**		4.0%	4.0%	4.4%	**4.1%**		1.7%	3.3%	0.0%	**2.0%**				**4.2%**
Bicycles on Road	6	14	0	**20**		2	10	2	**14**		1	2	0	**3**		**0**		**37**
% Bicycles on Road	1.1%	0.6%	0.0%	**0.7%**		0.5%	0.1%	0.1%	**0.2%**		0.3%	2.2%	0.0%	**0.7%**				**0.3%**
Pedestrians					57					49					100		149	
% Pedestrians					100.0%					100.0%					100.0%		100.0%	
AM PEAK TOTAL	43	89	0	**132**	4	41	919	115	**1075**	1	23	14	0	**37**	8	**0**	4	**1244**
% Approach	32.6%	67.4%	0.0%			3.8%	85.5%	10.7%			62.2%	37.8%	0.0%					
% Total	3.5%	7.2%	0.0%	**10.6%**		3.3%	73.9%	9.2%	**86.4%**		1.8%	1.1%	0.0%	**3.0%**		**0.0%**		
PHF (8 AM - 9 AM)	0.827	0.856	0	**0.868**		0.539	0.894	0.846	**0.917**		0.411	0.7	0	**0.514**		**0**		**0.926**
Cars	38	76	0	**114**		41	883	109	**1033**		23	14	0	**37**		**0**		**1184**
% Cars	88.4%	85.4%	0.0%	**86.4%**		100.0%	96.1%	94.8%	**96.1%**		100.0%	100.0%	0.0%	**100.0%**				**95.2%**
Articulated Trucks and Sir	5	13	0	**18**		0	36	6	**42**		0	0	0	**0**		**0**		**60**
% Articulated Trucks and S	11.6%	14.6%	0.0%	**13.6%**		0.0%	3.9%	5.2%	**3.9%**		0.0%	0.0%	0.0%	**0.0%**				**4.8%**
Bicycles on Road	0	0	0	**0**		0	0	0	**0**		0	0	0	**0**		**0**		**0**
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**		0.0%	0.0%	0.0%	**0.0%**		0.0%	0.0%	0.0%	**0.0%**				**0.0%**
Pedestrians					4					1					8		4	
% Pedestrians					100.0%					100.0%					100.0%		100.0%	
PM PEAK TOTAL	74	379	0	**453**	6	25	518	139	**682**	7	64	7	0	**71**	18	**0**	22	**1206**
% Approach	16.3%	83.7%	0.0%			3.7%	76.0%	20.4%			90.1%	9.9%	0.0%					
% Total	6.1%	31.4%	0.0%	**37.6%**		2.1%	43.0%	11.5%	**56.6%**		5.3%	0.6%	0.0%	**5.9%**		**0.0%**		
PHF (4:45 PM - 5:45 PM)	0.661	0.877	0	**0.839**		0.781	0.902	0.869	**0.934**		0.941	0.875	0	**0.934**		**0**		**0.899**
Cars	71	376	0	**447**		25	501	137	**663**		64	7	0	**71**		**0**		**1181**
% Cars	95.9%	99.2%	0.0%	**98.7%**		100.0%	96.7%	98.6%	**97.2%**		100.0%	100.0%	0.0%	**100.0%**				**97.9%**
Articulated Trucks and Sir	3	3	0	**6**		0	15	2	**17**		0	0	0	**0**		**0**		**23**
% Articulated Trucks and S	4.1%	0.8%	0.0%	**1.3%**		0.0%	2.9%	1.4%	**2.5%**		0.0%	0.0%	0.0%	**0.0%**				**1.9%**
Bicycles on Road	0	0	0	**0**		0	2	0	**2**		0	0	0	**0**		**0**		**2**
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**		0.0%	0.4%	0.0%	**0.3%**		0.0%	0.0%	0.0%	**0.0%**				**0.2%**
Pedestrians					6					7					18		22	
% Pedestrians					100.0%					100.0%					100.0%		100.0%	

Study Name	Brook St & Kentucky St																	
Leg	Southbound Street					Westbound Street		Northbound Street					Eastbound Street					
Direction	Southbound					Westbound		Northbound					Eastbound					
Start Time	Thru	Left	U-Turn	App Total	Peds	App Total	Peds	Right	Thru	U-Turn	App Total	Peds	Right	Thru	Left	App Total	Peds	Int Total
2012-01-10 07:00:00	0	2	0	**2**	1	**0**	0	3	35	0	**38**	1	0	79	10	**89**	0	**129**
2012-01-10 07:15:00	1	1	0	**2**	2	**0**	0	9	58	0	**67**	0	3	113	16	**132**	0	**201**
2012-01-10 07:30:00	2	0	0	**2**	2	**0**	0	5	99	0	**104**	0	0	78	22	**100**	0	**206**
2012-01-10 07:45:00	1	2	0	**3**	1	**0**	5	5	62	0	**67**	5	1	91	11	**103**	0	**173**
2012-01-10 08:00:00	0	2	0	**2**	4	**0**	3	7	64	0	**71**	0	0	90	20	**110**	2	**183**
2012-01-10 08:15:00	0	1	0	**1**	0	**0**	2	3	62	0	**65**	1	2	68	20	**90**	1	**156**
2012-01-10 08:30:00	1	3	0	**4**	2	**0**	0	10	66	0	**76**	1	2	83	15	**100**	1	**180**
2012-01-10 08:45:00	1	2	0	**3**	2	**0**	2	5	76	0	**81**	1	5	78	19	**102**	0	**186**
2012-01-10 09:00:00	3	2	0	**5**	0	**0**	1	4	35	0	**39**	0	1	86	14	**101**	0	**145**
2012-01-10 09:15:00	1	5	0	**6**	0	**0**	1	0	37	0	**37**	0	5	64	12	**81**	0	**124**
2012-01-10 09:30:00	5	2	0	**7**	1	**0**	0	6	41	0	**47**	0	3	83	9	**95**	1	**149**
2012-01-10 09:45:00	4	0	0	**4**	1	**0**	1	1	25	0	**26**	0	3	77	21	**101**	4	**131**
2012-01-10 10:00:00	2	1	0	**3**	3	**0**	0	3	35	0	**38**	1	4	64	10	**78**	1	**119**
2012-01-10 10:15:00	2	1	0	**3**	0	**0**	0	2	23	0	**25**	0	2	61	6	**69**	0	**97**
2012-01-10 10:30:00	2	4	0	**6**	0	**0**	0	7	26	0	**33**	4	5	66	6	**77**	1	**116**
2012-01-10 10:45:00	1	3	0	**4**	0	**0**	0	0	28	0	**28**	3	1	60	6	**67**	1	**99**
2012-01-10 11:00:00	0	2	0	**2**	3	**0**	3	5	25	0	**30**	0	6	59	6	**71**	0	**103**
2012-01-10 11:15:00	1	1	0	**2**	0	**0**	0	6	21	0	**27**	2	3	74	9	**86**	1	**115**
2012-01-10 11:30:00	2	1	0	**3**	1	**0**	1	1	25	0	**26**	0	5	101	16	**122**	1	**151**
2012-01-10 11:45:00	1	2	0	**3**	4	**0**	0	2	27	0	**29**	0	2	89	13	**104**	1	**136**
2012-01-10 12:00:00	5	2	0	**7**	3	**0**	3	3	24	0	**27**	1	4	103	7	**114**	0	**148**
2012-01-10 12:15:00	7	4	0	**11**	2	**0**	3	3	32	0	**35**	3	3	91	15	**109**	1	**155**
2012-01-10 12:30:00	3	5	0	**8**	1	**0**	3	3	28	0	**31**	4	4	94	10	**108**	0	**147**
2012-01-10 12:45:00	7	6	0	**13**	7	**0**	2	5	34	0	**39**	2	4	78	11	**93**	1	**145**
2012-01-10 13:00:00	1	1	0	**2**	0	**0**	1	5	31	0	**36**	2	7	80	6	**93**	0	**131**
2012-01-10 13:15:00	0	2	0	**2**	0	**0**	1	2	22	0	**24**	2	5	94	17	**116**	0	**142**
2012-01-10 13:30:00	4	3	0	**7**	1	**0**	1	6	24	0	**30**	4	4	85	9	**98**	0	**135**
2012-01-10 13:45:00	6	4	0	**10**	3	**0**	1	3	42	0	**45**	1	3	103	6	**112**	1	**167**
2012-01-10 14:00:00	3	0	0	**3**	3	**0**	1	3	35	0	**38**	0	2	109	8	**119**	0	**160**
2012-01-10 14:15:00	6	2	0	**8**	0	**0**	0	4	28	0	**32**	1	8	109	14	**131**	1	**171**
2012-01-10 14:30:00	2	0	0	**2**	3	**0**	1	6	51	0	**57**	3	3	111	6	**120**	4	**179**
2012-01-10 14:45:00	2	9	0	**11**	7	**0**	1	1	23	0	**24**	6	3	94	9	**106**	1	**141**
2012-01-10 15:00:00	1	6	0	**7**	2	**0**	3	5	33	0	**38**	5	5	129	10	**144**	0	**189**
2012-01-10 15:15:00	5	5	0	**10**	1	**0**	5	3	35	0	**38**	1	6	120	12	**138**	0	**186**
2012-01-10 15:30:00	4	1	0	**5**	2	**0**	1	4	33	0	**37**	1	7	140	11	**158**	1	**200**
2012-01-10 15:45:00	3	4	0	**7**	3	**0**	3	5	42	0	**47**	3	31	146	12	**189**	0	**243**
2012-01-10 16:00:00	5	4	0	**9**	6	**0**	4	3	51	0	**54**	2	25	203	18	**246**	0	**309**
2012-01-10 16:15:00	10	8	0	**18**	4	**0**	4	4	57	0	**61**	0	5	145	22	**172**	1	**251**
2012-01-10 16:30:00	8	11	0	**19**	4	**0**	0	7	57	0	**64**	1	4	214	14	**232**	0	**315**
2012-01-10 16:45:00	16	4	0	**20**	2	**0**	3	9	69	0	**78**	1	9	196	21	**226**	1	**324**
2012-01-10 17:00:00	17	3	0	**20**	7	**0**	2	9	94	0	**103**	7	15	325	13	**353**	0	**476**
2012-01-10 17:15:00	12	2	0	**14**	1	**0**	0	4	91	0	**95**	1	10	254	13	**277**	1	**386**
2012-01-10 17:30:00	11	4	0	**15**	2	**0**	2	9	99	0	**108**	2	13	188	9	**210**	2	**333**
2012-01-10 17:45:00	3	1	0	**4**	1	**0**	3	4	84	0	**88**	2	4	160	8	**172**	1	**264**
2012-01-10 18:00:00	2	0	0	**2**	2	**0**	1	5	78	0	**83**	0	3	128	17	**148**	1	**233**
2012-01-10 18:15:00	5	0	0	**5**	1	**0**	1	5	43	0	**48**	2	3	97	7	**107**	0	**160**
2012-01-10 18:30:00	6	1	0	**7**	1	**0**	2	1	24	0	**25**	2	1	67	5	**73**	0	**105**
2012-01-10 18:45:00	2	1	0	**3**	1	**0**	3	1	15	0	**16**	1	9	67	5	**81**	0	**100**
Grand Total	186	130	0	**316**	97	**0**	74	206	2149	0	**2355**	79	253	5294	576	**6123**	32	**8794**
% Approach	58.9%	41.1%	0.0%					8.7%	91.3%	0.0%			4.1%	86.5%	9.4%			
% Total	2.1%	1.5%	0.0%	**3.6%**		**0.0%**		2.3%	24.4%	0.0%	**26.8%**		2.9%	60.2%	6.5%	**69.6%**		
Cars	162	117	0	**279**		**0**		197	2073	0	**2270**		239	5087	542	**5868**		**8417**
% Cars	87.1%	90.0%	0.0%	**88.3%**				95.6%	96.5%	0.0%	**96.4%**		94.5%	96.1%	94.1%	**95.8%**		**95.7%**
Articulated Trucks and Sir	19	13	0	**32**		**0**		8	69	0	**77**		12	197	29	**238**		**347**
% Articulated Trucks and S	10.2%	10.0%	0.0%	**10.1%**				3.9%	3.2%	0.0%	**3.3%**		4.7%	3.7%	5.0%	**3.9%**		**3.9%**
Bicycles on Road	5	0	0	**5**		**0**		1	7	0	**8**		2	10	5	**17**		**30**
% Bicycles on Road	2.7%	0.0%	0.0%	**1.6%**				0.5%	0.3%	0.0%	**0.3%**		0.8%	0.2%	0.9%	**0.3%**		**0.3%**
Pedestrians					97		74					79					32	
% Pedestrians					100.0%		100.0%					100.0%					100.0%	
AM PEAK TOTAL	4	5	0	**9**	9	**0**	8	26	283	0	**309**	5	4	372	69	**445**	2	**763**
% Approach	44.4%	55.6%	0.0%					8.4%	91.6%	0.0%			0.9%	83.6%	15.5%			
% Total	0.5%	0.7%	0.0%	**1.2%**		**0.0%**		3.4%	37.1%	0.0%	**40.5%**		0.5%	48.8%	9.0%	**58.3%**		
PHF (7:15 AM - 8:15 AM)	0.5	0.625	0	**0.75**		**0**		0.722	0.715	0	**0.743**		0.333	0.821	0.761	**0.844**		**0.922**
Cars	4	4	0	**8**		**0**		25	275	0	**300**		4	358	65	**427**		**735**
% Cars	100.0%	80.0%	0.0%	**88.9%**				96.2%	97.2%	0.0%	**97.1%**		100.0%	96.2%	94.2%	**96.0%**		**96.3%**
Articulated Trucks and Sir	0	1	0	**1**		**0**		1	8	0	**9**		0	13	2	**15**		**25**
% Articulated Trucks and S	0.0%	20.0%	0.0%	**11.1%**				3.8%	2.8%	0.0%	**2.9%**		0.0%	3.5%	2.9%	**3.4%**		**3.3%**
Bicycles on Road	0	0	0	**0**		**0**		0	0	0	**0**		0	1	2	**3**		**3**
% Bicycles on Road	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	**0.0%**		0.0%	0.3%	2.9%	**0.7%**		**0.4%**
Pedestrians					9		8					5					2	
% Pedestrians					100.0%		100.0%					100.0%					100.0%	
PM PEAK TOTAL	56	13	0	**69**	12	**0**	7	31	353	0	**384**	11	47	963	56	**1066**	4	**1519**
% Approach	81.2%	18.8%	0.0%					8.1%	91.9%	0.0%			4.4%	90.3%	5.3%			
% Total	3.7%	0.9%	0.0%	**4.5%**		**0.0%**		2.0%	23.2%	0.0%	**25.3%**		3.1%	63.4%	3.7%	**70.2%**		
PHF (4:45 PM - 5:45 PM)	0.859	0.813	0	**0.85**		**0**		0.861	0.891	0	**0.889**		0.783	0.739	0.667	**0.754**		**0.798**
Cars	49	12	0	**61**		**0**		30	347	0	**377**		45	936	55	**1036**		**1474**
% Cars	87.5%	92.3%	0.0%	**88.4%**				96.8%	98.3%	0.0%	**98.2%**		95.7%	97.2%	98.2%	**97.2%**		**97.0%**
Articulated Trucks and Sir	6	1	0	**7**		**0**		1	6	0	**7**		2	25	1	**28**		**42**
% Articulated Trucks and S	10.7%	7.7%	0.0%	**10.1%**				3.2%	1.7%	0.0%	**1.8%**		4.3%	2.6%	1.8%	**2.6%**		**2.8%**
Bicycles on Road	1	0	0	**1**		**0**		0	0	0	**0**		0	2	0	**2**		**3**
% Bicycles on Road	1.8%	0.0%	0.0%	**1.4%**				0.0%	0.0%	0.0%	**0.0%**		0.0%	0.2%	0.0%	**0.2%**		**0.2%**
Pedestrians					12		7					11					4	
% Pedestrians					100.0%		100.0%					100.0%					100.0%	

Study Name 1st St & Kentucky

Leg	North								East								South								West							
Direction	Southbound								Westbound								Northbound								Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Int Total
2016-04-27 07:00:00	0	11	3	0	**14**	0	0		0	0	0	0	**0**	0	0		33	6	0	0	**39**	0	1		2	53	2	0	**57**	0	0		**110**
2016-04-27 07:15:00	0	18	4	0	**22**	0	1		0	0	0	0	**0**	0	0		56	12	0	0	**68**	1	0		0	84	0	0	**84**	0	0		**174**
2016-04-27 07:30:00	0	20	9	0	**29**	0	1		0	0	0	0	**0**	0	1		34	21	0	0	**55**	0	0		1	84	1	0	**86**	0	0		**170**
2016-04-27 07:45:00	0	28	10	0	**38**	0	0		0	0	0	0	**0**	1	0		34	22	0	0	**56**	1	0		3	92	1	0	**96**	0	0		**190**
2016-04-27 08:00:00	0	9	5	0	**14**	1	0		0	0	0	0	**0**	0	1		34	18	0	0	**52**	1	0		5	80	3	0	**88**	1	0		**154**
2016-04-27 08:15:00	0	14	8	0	**22**	0	0		0	0	0	0	**0**	1	0		18	18	0	0	**36**	2	0		13	66	2	0	**81**	0	2		**139**
2016-04-27 08:30:00	0	14	16	0	**30**	0	0		0	0	0	0	**0**	0	0		10	3	0	0	**13**	0	0		6	98	9	0	**113**	1	14		**156**
2016-04-27 08:45:00	0	28	8	0	**36**	1	2		0	0	0	0	**0**	0	2		14	11	0	0	**25**	4	1		8	112	2	0	**122**	3	7		**183**
2016-04-27 09:00:00	0	19	6	0	**25**	0	0		0	0	0	0	**0**	0	0		14	9	0	0	**23**	0	2		12	84	4	0	**100**	0	1		**148**
2016-04-27 09:15:00	0	23	12	0	**35**	2	2		0	1	0	0	**1**	0	0		16	9	0	0	**25**	2	1		9	67	8	0	**84**	3	2		**145**
2016-04-27 09:30:00	0	27	4	0	**31**	0	3		0	0	0	0	**0**	0	0		15	8	0	0	**23**	0	0		9	79	7	0	**95**	0	0		**149**
2016-04-27 09:45:00	0	22	7	0	**29**	1	0		0	0	0	0	**0**	1	0		14	10	0	0	**24**	1	0		9	72	0	0	**81**	0	0		**134**
2016-04-27 10:00:00	0	40	10	0	**50**	0	0		0	0	0	0	**0**	1	0		14	8	0	0	**22**	3	1		8	71	1	0	**80**	1	0		**152**
2016-04-27 10:15:00	0	39	7	0	**46**	0	0		0	0	0	0	**0**	0	0		10	12	0	0	**22**	1	1		4	68	2	0	**74**	0	1		**142**
2016-04-27 10:30:00	0	25	7	0	**32**	2	0		0	0	0	0	**0**	0	0		13	11	0	0	**24**	0	0		8	78	4	0	**90**	1	1		**146**
2016-04-27 10:45:00	0	22	10	0	**32**	2	3		0	0	0	0	**0**	0	1		15	8	0	0	**23**	0	1		6	79	1	0	**86**	3	0		**141**
2016-04-27 11:00:00	0	38	3	0	**41**	5	1		0	0	0	0	**0**	0	3		12	7	0	0	**19**	0	3		7	73	1	0	**81**	0	0		**141**
2016-04-27 11:15:00	0	25	7	0	**32**	1	1		0	0	0	0	**0**	0	1		14	8	0	1	**23**	3	3		7	85	1	0	**93**	1	2		**148**
2016-04-27 11:30:00	0	42	11	0	**53**	0	1		0	0	0	0	**0**	0	0		9	16	0	0	**25**	1	0		9	80	4	0	**93**	0	1		**171**
2016-04-27 11:45:00	0	33	11	0	**44**	3	1		0	0	0	0	**0**	0	0		16	9	0	0	**25**	0	1		4	103	3	0	**110**	1	0		**179**
2016-04-27 12:00:00	0	36	9	0	**45**	0	0		0	0	0	0	**0**	0	1		20	4	0	0	**24**	1	2		8	101	3	0	**112**	2	3		**181**
2016-04-27 12:15:00	0	45	7	0	**52**	1	0		0	0	0	0	**0**	0	1		13	12	0	0	**25**	0	0		12	89	2	0	**103**	1	0		**180**
2016-04-27 12:30:00	0	27	10	0	**37**	6	2		0	0	0	0	**0**	2	0		19	16	0	0	**35**	0	2		9	86	3	0	**98**	0	2		**170**
2016-04-27 12:45:00	0	31	11	0	**42**	0	0		0	0	0	0	**0**	0	1		13	11	0	0	**24**	2	2		6	77	1	0	**84**	3	0		**150**
2016-04-27 13:00:00	0	30	4	0	**34**	1	3		0	0	0	0	**0**	0	0		14	6	0	0	**20**	1	0		8	100	4	0	**112**	0	3		**166**
2016-04-27 13:15:00	0	34	13	0	**47**	0	0		0	0	0	0	**0**	0	1		9	6	0	0	**15**	1	0		9	74	3	0	**86**	0	0		**148**
2016-04-27 13:30:00	0	31	6	0	**37**	0	1		0	0	0	0	**0**	0	3		12	6	0	0	**18**	0	0		10	84	0	0	**94**	3	0		**149**
2016-04-27 13:45:00	0	30	5	0	**35**	0	0		0	0	0	0	**0**	0	0		29	12	0	0	**41**	0	1		13	90	8	0	**111**	3	0		**187**
2016-04-27 14:00:00	0	29	8	0	**37**	0	0		0	0	0	0	**0**	1	0		18	9	0	0	**27**	3	2		13	86	3	0	**102**	0	0		**166**
2016-04-27 14:15:00	0	53	7	0	**60**	1	0		0	0	0	0	**0**	0	0		20	8	0	0	**28**	1	0		10	87	5	0	**102**	2	0		**190**
2016-04-27 14:30:00	0	44	10	0	**54**	0	1		0	0	0	0	**0**	0	0		12	10	0	0	**22**	0	1		11	83	1	0	**95**	0	0		**171**
2016-04-27 14:45:00	0	62	19	0	**81**	0	0		0	0	0	0	**0**	0	0		28	6	0	0	**34**	0	0		9	110	3	0	**122**	0	0		**237**
2016-04-27 15:00:00	0	97	11	0	**108**	2	0		0	0	0	0	**0**	0	1		22	11	0	0	**33**	1	1		8	136	2	0	**146**	1	1		**287**
2016-04-27 15:15:00	0	69	16	0	**85**	2	5		0	0	0	0	**0**	2	0		26	6	0	0	**32**	1	4		5	121	4	0	**130**	0	4		**247**
2016-04-27 15:30:00	0	43	12	0	**55**	1	1		0	0	0	0	**0**	1	2		28	8	0	0	**36**	3	1		17	127	3	0	**147**	0	4		**238**
2016-04-27 15:45:00	0	25	47	0	**72**	2	0		0	0	0	0	**0**	0	0		9	7	0	0	**16**	0	3		7	141	5	0	**153**	33	9		**241**
2016-04-27 16:00:00	0	36	27	0	**63**	1	1		0	0	0	0	**0**	0	0		6	0	0	0	**6**	2	6		8	174	6	0	**188**	6	0		**257**
2016-04-27 16:15:00	0	45	21	0	**66**	2	0		0	0	0	0	**0**	1	1		26	12	0	0	**38**	1	0		12	155	2	0	**169**	0	0		**273**
2016-04-27 16:30:00	0	59	21	0	**80**	10	2		0	0	0	0	**0**	5	0		8	8	0	0	**16**	1	0		20	182	3	0	**205**	0	0		**301**
2016-04-27 16:45:00	0	65	8	0	**73**	3	2		0	0	0	0	**0**	0	0		23	12	0	0	**35**	1	1		4	196	4	0	**204**	1	3		**312**
2016-04-27 17:00:00	0	58	22	0	**80**	4	5		0	0	0	0	**0**	1	0		11	7	0	0	**18**	1	1		11	226	5	0	**242**	1	0		**340**
2016-04-27 17:15:00	0	57	14	0	**71**	1	3		0	0	0	0	**0**	1	0		13	5	1	0	**19**	2	2		20	195	4	0	**219**	1	0		**309**
2016-04-27 17:30:00	0	54	15	0	**69**	0	6		0	0	0	0	**0**	1	4		11	11	0	0	**22**	0	0		12	150	2	0	**164**	0	2		**255**
2016-04-27 17:45:00	0	36	8	0	**44**	1	1		0	0	0	0	**0**	0	1		10	9	0	0	**19**	1	2		13	122	1	0	**136**	0	0		**199**
2016-04-27 18:00:00	0	28	10	0	**38**	1	1		0	0	0	0	**0**	2	1		19	4	0	0	**23**	3	0		2	84	0	0	**86**	0	0		**147**
2016-04-27 18:15:00	0	38	3	0	**41**	0	0		0	0	0	0	**0**	0	0		21	9	0	0	**30**	0	2		4	95	5	0	**104**	2	0		**175**
2016-04-27 18:30:00	0	27	4	0	**31**	0	0		0	1	0	0	**1**	2	0		12	4	0	0	**16**	1	2		10	93	6	0	**109**	0	1		**157**
2016-04-27 18:45:00	0	25	4	0	**29**	1	1		0	0	0	0	**0**	1	1		16	10	0	0	**26**	0	2		4	84	6	0	**94**	1	5		**149**
Grand Total	0	1711	510	0	**2221**	58	51		0	2	0	0	**2**	24	27		863	455	1	1	**1320**	47	52		405	4956	150	0	**5511**	75	68		**9054**
% Approach	0.0%	77.0%	23.0%	0.0%					0.0%	100.0%	0.0%	0.0%					65.4%	34.5%	0.1%	0.1%					7.3%	89.9%	2.7%	0.0%					
% Total	0.0%	18.9%	5.6%	0.0%	**24.5%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				9.5%	5.0%	0.0%	0.0%	**14.6%**				4.5%	54.7%	1.7%	0.0%	**60.9%**				
Lights and Motorcycles	0	1617	484	0	**2101**				0	0	0	0	**0**				831	431	0	1	**1263**				380	4767	144	0	**5291**				**8655**
% Lights and Motorcycles	0.0%	94.5%	94.9%	0.0%	**94.6%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				96.3%	94.7%	0.0%	100.0%	**95.7%**				93.8%	96.2%	96.0%	0.0%	**96.0%**				**95.6%**
Heavy	0	83	24	0	**107**				0	0	0	0	**0**				29	17	0	0	**46**				24	167	6	0	**197**				**350**
% Heavy	0.0%	4.9%	4.7%	0.0%	**4.8%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				3.4%	3.7%	0.0%	0.0%	**3.5%**				5.9%	3.4%	4.0%	0.0%	**3.6%**				**3.9%**
Bicycles on Road	0	11	2	0	**13**				0	2	0	0	**2**				3	7	1	0	**11**				1	22	0	0	**23**				**49**
% Bicycles on Road	0.0%	0.6%	0.4%	0.0%	**0.6%**				0.0%	100.0%	0.0%	0.0%	**100.0%**				0.3%	1.5%	100.0%	0.0%	**0.8%**				0.2%	0.4%	0.0%	0.0%	**0.4%**				**0.5%**
Pedestrians						58	51							24	27							47	52							75	68		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
AM PEAK TOTAL	0	75	28	0	**103**	1	2		0	0	0	0	**0**	1	2		158	73	0	0	**231**	3	0		9	340	5	0	**354**	1	0		**688**
% Approach	0.0%	72.8%	27.2%	0.0%					0.0%	0.0%	0.0%	0.0%					68.4%	31.6%	0.0%	0.0%					2.5%	96.0%	1.4%	0.0%					
% Total	0.0%	10.9%	4.1%	0.0%	**15.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				23.0%	10.6%	0.0%	0.0%	**33.6%**				1.3%	49.4%	0.7%	0.0%	**51.5%**				
PHF (7:15 AM - 8:15 AM)	0	0.685	0.7	0	**0.689**				0	0	0	0	**0**				0.705	0.845	0	0	**0.842**				0.45	0.929	0.417	0	**0.926**				**0.918**
Lights and Motorcycles	0	70	24	0	**94**				0	0	0	0	**0**				156	68	0	0	**224**				9	327	4	0	**340**				**658**
% Lights and Motorcycles	0.0%	93.3%	85.7%	0.0%	**91.3%**				0.0%	0.0%	0.0%	0.0%					98.7%	93.2%	0.0%	0.0%	**97.0%**				100.0%	96.2%	80.0%	0.0%	**96.0%**				**95.6%**
Heavy	0	4	4	0	**8**				0	0	0	0	**0**				2	3	0	0	**5**				0	11	1	0	**12**				**25**
% Heavy	0.0%	5.3%	14.3%	0.0%	**7.8%**				0.0%	0.0%	0.0%	0.0%					1.3%	4.1%	0.0%	0.0%	**2.2%**				0.0%	3.2%	20.0%	0.0%	**3.4%**				**3.6%**
Bicycles on Road	0	1	0	0	**1**				0	0	0	0	**0**				0	2	0	0	**2**				0	2	0	0	**2**				**5**
% Bicycles on Road	0.0%	1.3%	0.0%	0.0%	**1.0%**				0.0%	0.0%	0.0%	0.0%					0.0%	2.7%	0.0%	0.0%	**0.9%**				0.0%	0.6%	0.0%	0.0%	**0.6%**				**0.7%**
Pedestrians						1	2							1	2							3	0							1	0		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	0.0%							100.0%	0.0%		
PM PEAK TOTAL	0	239	65	0	**304**	18	12		0	0	0	0	**0**	7	0		55	32	1	0	**88**	5	4		55	799	16	0	**870**	3	3		**1262**
% Approach	0.0%	78.6%	21.4%	0.0%					0.0%	0.0%	0.0%	0.0%					62.5%	36.4%	1.1%	0.0%					6.3%	91.8%	1.8%	0.0%					
% Total	0.0%	18.9%	5.2%	0.0%	**24.1%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				4.4%	2.5%	0.1%	0.0%	**7.0%**				4.4%	63.3%	1.3%	0.0%	**68.9%**				
PHF (4:30 PM - 5:30 PM)	0	0.915	0.739	0	**0.947**				0	0	0	0	**0**				0.598	0.667	0	0	**0.621**				0.688	0.893	0.8	0	**0.908**				**0.936**
Lights and Motorcycles	0	234	63	0	**297**				0	0	0	0	**0**				54	30	0	0	**84**				54	780	15	0	**849**				**1230**
% Lights and Motorcycles	0.0%	97.9%	96.9%	0.0%	**97.7%**				0.0%	0.0%	0.0%	0.0%					98.2%	93.8%	0.0%	0.0%	**95.5%**				98.2%	97.6%	93.8%	0.0%	**97.6%**				**97.5%**
Heavy	0	4	2	0	**6**				0	0	0	0	**0**				1	2	0	0	**3**				1	13	1	0	**15**				**24**
% Heavy	0.0%	1.7%	3.1%	0.0%	**2.0%**				0.0%	0.0%	0.0%	0.0%					1.8%	6.3%	0.0%	0.0%	**3.4%**				1.8%	1.6%	6.3%	0.0%	**1.7%**				**1.9%**
Bicycles on Road	0	1	0	0	**1**				0	0	0	0	**0**				0	0	1	0	**1**				0	6	0	0	**6**				**8**
% Bicycles on Road	0.0%	0.4%	0.0%	0.0%	**0.3%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	100.0%	0.0%	**1.1%**				0.0%	0.8%	0.0%	0.0%	**0.7%**				**0.6%**
Pedestrians						18	12							7	0							5	4							3	3		
% Pedestrians						100.0%	100.0%							100.0%	0.0%							100.0%	100.0%							100.0%	100.0%		

Study Name: Brook St & Breckenridge St

Leg	North								East								South								West							
Direction	Southbound								Westbound								Northbound								Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Int Total
2016-04-27 07:00:00	1	1	0	0	**2**	2	0		5	86	3	0	**94**	0	0		0	15	6	0	**21**	7	6		0	0	0	0	**0**	1	0		**117**
2016-04-27 07:15:00	1	1	0	0	**2**	0	2		5	145	2	0	**152**	0	0		0	47	9	0	**56**	8	1		0	0	0	0	**0**	4	0		**210**
2016-04-27 07:30:00	0	1	0	0	**1**	0	3		9	187	4	0	**200**	0	2		0	68	16	0	**84**	9	0		0	0	0	0	**0**	0	0		**285**
2016-04-27 07:45:00	2	0	0	0	**2**	0	0		10	210	4	0	**224**	0	2		0	57	24	0	**81**	2	0		0	0	0	0	**0**	0	0		**307**
2016-04-27 08:00:00	1	1	0	0	**2**	0	2		13	172	3	0	**188**	0	1		0	54	13	0	**67**	5	1		0	0	0	0	**0**	6	0		**257**
2016-04-27 08:15:00	0	1	0	0	**1**	0	0		16	212	5	0	**233**	1	2		0	60	14	0	**74**	1	0		0	0	0	0	**0**	0	0		**308**
2016-04-27 08:30:00	1	2	0	0	**3**	1	0		11	161	5	0	**177**	0	1		0	64	18	0	**82**	1	2		0	0	0	0	**0**	1	0		**262**
2016-04-27 08:45:00	0	1	0	0	**1**	0	0		14	213	7	0	**234**	2	0		0	53	15	0	**68**	2	1		0	0	0	0	**0**	0	1		**303**
2016-04-27 09:00:00	0	3	0	0	**3**	0	0		10	131	6	0	**147**	0	0		0	42	8	0	**50**	1	0		0	0	0	0	**0**	0	0		**200**
2016-04-27 09:15:00	0	1	0	0	**1**	0	0		4	132	6	0	**142**	1	4		0	21	7	0	**28**	1	1		0	0	0	0	**0**	1	0		**171**
2016-04-27 09:30:00	0	0	0	0	**0**	0	0		7	104	9	0	**120**	0	1		0	34	4	0	**38**	2	4		0	0	0	0	**0**	0	0		**158**
2016-04-27 09:45:00	0	1	1	0	**2**	0	0		9	91	12	0	**112**	1	2		0	33	4	0	**37**	1	1		0	0	0	0	**0**	0	0		**151**
2016-04-27 10:00:00	0	2	0	0	**2**	0	0		6	93	2	0	**101**	0	0		0	21	8	0	**29**	4	2		0	0	0	0	**0**	1	0		**132**
2016-04-27 10:15:00	0	1	0	0	**1**	1	0		2	87	2	0	**91**	1	1		1	23	6	0	**30**	2	3		0	0	0	0	**0**	0	0		**122**
2016-04-27 10:30:00	1	0	0	0	**1**	1	0		5	80	1	0	**86**	0	0		0	22	5	0	**27**	1	2		0	1	0	0	**1**	1	1		**115**
2016-04-27 10:45:00	0	1	0	0	**1**	0	0		7	80	7	0	**94**	0	0		0	30	5	0	**35**	0	4		0	0	0	0	**0**	0	0		**130**
2016-04-27 11:00:00	0	2	0	0	**2**	0	0		2	93	1	0	**96**	0	0		0	21	4	0	**25**	1	0		0	0	1	0	**1**	0	0		**124**
2016-04-27 11:15:00	0	0	0	0	**0**	0	2		5	95	7	0	**107**	1	0		0	27	1	0	**28**	3	3		0	0	0	0	**0**	0	0		**135**
2016-04-27 11:30:00	0	0	0	0	**0**	1	0		6	81	6	0	**93**	1	3		0	25	5	0	**30**	6	0		0	0	0	0	**0**	0	0		**123**
2016-04-27 11:45:00	1	1	0	0	**2**	0	1		8	89	2	0	**99**	0	2		0	40	2	0	**42**	7	3		0	0	0	0	**0**	0	0		**143**
2016-04-27 12:00:00	0	2	0	0	**2**	0	0		7	96	6	0	**109**	0	2		0	25	7	0	**32**	5	1		0	0	0	0	**0**	1	0		**143**
2016-04-27 12:15:00	0	3	0	0	**3**	0	1		8	86	5	0	**99**	0	2		0	27	7	0	**34**	2	0		0	0	0	0	**0**	5	1		**136**
2016-04-27 12:30:00	0	0	0	0	**0**	0	0		5	94	3	0	**102**	0	0		0	34	7	0	**41**	0	0		0	0	0	0	**0**	2	3		**143**
2016-04-27 12:45:00	1	3	0	0	**4**	0	0		6	95	16	0	**117**	0	0		0	35	3	0	**38**	0	2		0	2	0	0	**2**	0	0		**161**
2016-04-27 13:00:00	1	4	0	0	**5**	0	0		4	98	5	0	**107**	0	0		0	32	8	0	**40**	0	2		0	0	0	0	**0**	0	0		**152**
2016-04-27 13:15:00	0	0	0	0	**0**	1	0		6	122	1	0	**129**	0	0		0	22	1	0	**23**	0	3		0	0	0	0	**0**	0	2		**152**
2016-04-27 13:30:00	0	2	0	0	**2**	0	0		8	117	7	0	**132**	0	0		0	31	3	0	**34**	2	0		0	0	0	0	**0**	0	0		**168**
2016-04-27 13:45:00	0	1	0	0	**1**	0	0		5	97	6	0	**108**	0	2		0	37	4	0	**41**	3	2		0	0	1	0	**1**	2	0		**151**
2016-04-27 14:00:00	1	2	0	0	**3**	0	0		6	93	4	0	**103**	2	0		0	28	1	0	**29**	2	3		0	0	0	0	**0**	0	2		**135**
2016-04-27 14:15:00	0	2	0	0	**2**	0	0		5	88	6	0	**99**	0	1		0	31	9	0	**40**	1	2		0	0	0	0	**0**	0	1		**141**
2016-04-27 14:30:00	1	4	0	0	**5**	1	5		11	116	4	0	**131**	1	1		0	37	13	0	**50**	3	0		0	0	0	0	**0**	2	0		**186**
2016-04-27 14:45:00	1	2	0	0	**3**	1	0		7	92	2	0	**101**	1	1		0	32	5	0	**37**	1	3		0	0	0	0	**0**	2	2		**141**
2016-04-27 15:00:00	0	3	0	0	**3**	0	0		2	110	3	0	**115**	1	1		0	25	4	0	**29**	1	0		0	0	0	0	**0**	1	0		**147**
2016-04-27 15:15:00	2	0	0	0	**2**	0	1		10	88	3	0	**101**	0	0		0	32	3	0	**35**	3	2		0	0	0	0	**0**	0	1		**138**
2016-04-27 15:30:00	1	3	0	0	**4**	1	1		4	97	8	0	**109**	0	1		0	25	8	0	**33**	3	1		0	0	0	0	**0**	1	1		**146**
2016-04-27 15:45:00	0	3	0	0	**3**	2	3		7	120	5	0	**132**	0	0		0	34	6	0	**40**	0	1		0	0	0	0	**0**	0	2		**175**
2016-04-27 16:00:00	1	2	0	0	**3**	4	0		13	139	7	0	**159**	1	0		0	33	5	0	**38**	5	9		0	1	0	0	**1**	2	0		**201**
2016-04-27 16:15:00	0	2	0	0	**2**	3	0		11	131	3	0	**145**	1	0		0	28	9	0	**37**	9	10		0	0	0	0	**0**	6	6		**184**
2016-04-27 16:30:00	3	10	1	0	**14**	7	1		6	144	12	0	**162**	2	2		0	36	3	0	**39**	1	8		0	0	0	0	**0**	4	2		**215**
2016-04-27 16:45:00	0	2	0	0	**2**	1	1		9	126	12	0	**147**	0	1		0	33	7	0	**40**	1	7		0	0	0	0	**0**	1	5		**189**
2016-04-27 17:00:00	2	9	0	0	**11**	7	0		3	116	7	0	**126**	2	1		0	24	3	0	**27**	1	7		0	0	0	0	**0**	0	1		**164**
2016-04-27 17:15:00	2	2	0	0	**4**	1	5		4	137	3	0	**144**	1	0		0	29	8	0	**37**	5	9		0	0	0	0	**0**	2	1		**185**
2016-04-27 17:30:00	0	8	0	0	**8**	0	10		5	117	7	0	**129**	0	5		0	30	6	0	**36**	20	4		0	1	0	0	**1**	2	1		**174**
2016-04-27 17:45:00	0	3	0	0	**3**	4	2		10	79	6	0	**95**	0	1		0	21	2	0	**23**	4	0		0	1	0	0	**1**	2	0		**122**
2016-04-27 18:00:00	1	2	0	0	**3**	0	6		2	72	3	0	**77**	0	0		0	26	2	0	**28**	3	0		0	0	0	0	**0**	1	4		**108**
2016-04-27 18:15:00	1	3	0	0	**4**	1	1		5	78	2	0	**85**	1	0		0	29	8	0	**37**	1	1		0	0	0	0	**0**	0	0		**126**
2016-04-27 18:30:00	2	3	0	0	**5**	0	1		7	69	2	0	**78**	0	0		0	13	2	0	**15**	4	1		0	0	1	0	**1**	0	0		**99**
2016-04-27 18:45:00	0	1	0	0	**1**	0	0		2	58	0	0	**60**	1	0		0	22	0	0	**22**	3	0		0	0	0	0	**0**	0	0		**83**
Grand Total	28	101	2	0	**131**	40	48		332	5417	242	0	**5991**	22	42		1	1568	318	0	**1887**	147	112		0	6	3	0	**9**	51	37		**8018**
% Approach	21.4%	77.1%	1.5%	0.0%					5.5%	90.4%	4.0%	0.0%					0.1%	83.1%	16.9%	0.0%					0.0%	66.7%	33.3%	0.0%					
% Total	0.3%	1.3%	0.0%	0.0%	**1.6%**				4.1%	67.6%	3.0%	0.0%	**74.7%**				0.0%	19.6%	4.0%	0.0%	**23.5%**				0.0%	0.1%	0.0%	0.0%	**0.1%**				
Lights and Motorcycles	24	97	1	0	**122**				307	5257	188	0	**5752**				0	1509	305	0	**1814**				0	2	0	0	**2**				**7690**
% Lights and Motorcycles	85.7%	96.0%	50.0%	0.0%	**93.1%**				92.5%	97.0%	77.7%	0.0%	**96.0%**				0.0%	96.2%	95.9%	0.0%	**96.1%**				0.0%	33.3%	0.0%	0.0%	**22.2%**				**95.9%**
Heavy	2	4	0	0	**6**				21	131	54	0	**206**				0	52	10	0	**62**				0	0	0	0	**0**				**274**
% Heavy	7.1%	4.0%	0.0%	0.0%	**4.6%**				6.3%	2.4%	22.3%	0.0%	**3.4%**				0.0%	3.3%	3.1%	0.0%	**3.3%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**3.4%**
Bicycles on Road	2	0	1	0	**3**				4	29	0	0	**33**				1	7	3	0	**11**				0	4	3	0	**7**				**54**
% Bicycles on Road	7.1%	0.0%	50.0%	0.0%	**2.3%**				1.2%	0.5%	0.0%	0.0%	**0.6%**				100.0%	0.4%	0.9%	0.0%	**0.6%**				0.0%	66.7%	100.0%	0.0%	**77.8%**				**0.7%**
Pedestrians						40	48							22	42							147	112							51	37		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
AM PEAK TOTAL	3	3	0	0	**6**	0	5		48	781	16	0	**845**	1	7		0	239	67	0	**306**	17	1		0	0	0	0	**0**	6	0		**1157**
% Approach	50.0%	50.0%	0.0%	0.0%					5.7%	92.4%	1.9%	0.0%					0.0%	78.1%	21.9%	0.0%					0.0%	0.0%	0.0%	0.0%					
% Total	0.3%	0.3%	0.0%	0.0%	**0.5%**				4.1%	67.5%	1.4%	0.0%	**73.0%**				0.0%	20.7%	5.8%	0.0%	**26.4%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				
PHF (7:30 AM - 8:30 AM)	0.375	0.75	0	0	**0.75**				0.821	0.926	0.8	0	**0.917**				0	0.875	0.688	0	**0.905**				0	0	0	0	**0**				**0.936**
Lights and Motorcycles	2	3	0	0	**5**				45	767	15	0	**827**				0	229	64	0	**293**				0	0	0	0	**0**				**1125**
% Lights and Motorcycles	66.7%	100.0%	0.0%	0.0%	**83.3%**				93.8%	98.2%	93.8%	0.0%	**97.9%**				0.0%	95.8%	95.5%	0.0%	**95.8%**				0.0%	0.0%	0.0%	0.0%					**97.2%**
Heavy	1	0	0	0	**1**				1	11	1	0	**13**				0	9	2	0	**11**				0	0	0	0	**0**				**25**
% Heavy	33.3%	0.0%	0.0%	0.0%	**16.7%**				2.1%	1.4%	6.3%	0.0%	**1.5%**				0.0%	3.8%	3.0%	0.0%	**3.6%**				0.0%	0.0%	0.0%	0.0%					**2.2%**
Bicycles on Road	0	0	0	0	**0**				2	3	0	0	**5**				0	1	1	0	**2**				0	0	0	0	**0**				**7**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**				4.2%	0.4%	0.0%	0.0%	**0.6%**				0.0%	0.4%	1.5%	0.0%	**0.7%**				0.0%	0.0%	0.0%	0.0%					**0.6%**
Pedestrians						0	5							1	7							17	1							6	0		
% Pedestrians						0.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	0.0%		
PM PEAK TOTAL	4	16	1	0	**21**	15	2		39	540	34	0	**613**	4	3		0	130	24	0	**154**	16	34		0	1	0	0	**1**	13	13		**789**
% Approach	19.0%	76.2%	4.8%	0.0%					6.4%	88.1%	5.5%	0.0%					0.0%	84.4%	15.6%	0.0%					0.0%	100.0%	0.0%	0.0%					
% Total	0.5%	2.0%	0.1%	0.0%	**2.7%**				4.9%	68.4%	4.3%	0.0%	**77.7%**				0.0%	16.5%	3.0%	0.0%	**19.5%**				0.0%	0.1%	0.0%	0.0%	**0.1%**				
PHF (4 PM - 5 PM)	0.25	0.4	0.25	0	**0.357**				0.792	0.934	0.708	0	**0.941**				0	0.903	0.639	0	**0.981**				0	0.25	0	0	**0.25**				**0.912**
Lights and Motorcycles	2	15	1	0	**18**				32	521	24	0	**577**				0	128	21	0	**149**				0	1	0	0	**1**				**745**
% Lights and Motorcycles	50.0%	93.8%	100.0%	0.0%	**85.7%**				82.1%	96.5%	70.6%	0.0%	**94.1%**				0.0%	98.5%	87.5%	0.0%	**96.8%**				0.0%	100.0%	0.0%	0.0%	**100.0%**				**94.4%**
Heavy	1	1	0	0	**2**				6	17	10	0	**33**				0	2	2	0	**4**				0	0	0	0	**0**				**39**
% Heavy	25.0%	6.3%	0.0%	0.0%	**9.5%**				15.4%	3.1%	29.4%	0.0%	**5.4%**				0.0%	1.5%	8.3%	0.0%	**2.6%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**4.9%**
Bicycles on Road	1	0	0	0	**1**				1	2	0	0	**3**				0	0	1	0	**1**				0	0	0	0	**0**				**5**
% Bicycles on Road	25.0%	0.0%	0.0%	0.0%	**4.8%**				2.6%	0.4%	0.0%	0.0%	**0.5%**				0.0%	0.0%	4.2%	0.0%	**0.6%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.6%**
Pedestrians						15	2							4	3							16	34							13	13		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		

Study Name: Floyd St & Broadway

Leg	North							East							South							West						
Direction	Southbound							Westbound							Northbound							Eastbound						
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2015-05-12 07:00:00	7	37	12	0	**56**	0	1	43	109	13	0	**165**	2	12	7	12	1	0	**20**	2	7	32	133	10	0	**175**	35	2	**416**
2015-05-12 07:15:00	9	38	21	0	**68**	9	2	56	162	11	0	**229**	0	18	11	28	1	0	**40**	2	12	53	133	15	0	**201**	45	1	**538**
2015-05-12 07:30:00	7	31	20	0	**58**	10	4	57	226	24	0	**307**	2	9	6	26	4	0	**36**	0	6	52	174	13	0	**239**	37	2	**640**
2015-05-12 07:45:00	13	39	16	0	**68**	4	8	58	285	18	0	**361**	0	19	10	25	3	0	**38**	4	16	37	188	14	0	**239**	55	6	**706**
2015-05-12 08:00:00	12	26	9	0	**47**	9	3	55	234	14	0	**303**	4	25	5	33	3	0	**41**	1	18	52	148	12	0	**212**	61	2	**603**
2015-05-12 08:15:00	8	29	9	0	**46**	7	2	61	245	17	0	**323**	5	28	9	31	10	0	**50**	6	18	21	137	12	0	**170**	39	10	**589**
2015-05-12 08:30:00	14	21	7	0	**42**	5	6	58	220	14	0	**292**	2	7	5	29	3	0	**37**	7	13	24	178	15	0	**217**	23	6	**588**
2015-05-12 08:45:00	7	31	7	0	**45**	1	6	54	236	14	0	**304**	5	6	6	17	2	0	**25**	9	6	21	190	19	0	**230**	19	8	**604**
2015-05-12 09:00:00	12	16	10	0	**38**	6	4	38	128	10	0	**176**	2	5	13	23	5	0	**41**	2	4	17	166	16	0	**199**	17	4	**454**
2015-05-12 09:15:00	20	25	9	0	**54**	3	5	32	141	10	0	**183**	0	1	6	15	4	0	**25**	2	0	15	164	18	0	**197**	19	16	**459**
2015-05-12 09:30:00	9	29	14	0	**52**	1	5	28	114	4	0	**146**	0	1	8	15	3	0	**26**	1	4	21	147	13	0	**181**	9	2	**405**
2015-05-12 09:45:00	16	22	19	0	**57**	2	4	42	112	5	0	**159**	3	2	6	10	4	0	**20**	4	1	9	190	17	0	**216**	12	3	**452**
2015-05-12 10:00:00	18	31	16	0	**65**	1	2	38	130	6	0	**174**	0	4	9	13	2	0	**24**	3	7	9	164	13	0	**186**	5	15	**449**
2015-05-12 10:15:00	26	22	14	0	**62**	3	1	36	130	10	0	**176**	1	2	6	8	5	0	**19**	7	6	20	172	9	0	**201**	20	2	**458**
2015-05-12 10:30:00	18	22	25	0	**65**	4	7	22	118	7	0	**147**	2	1	8	14	2	0	**24**	5	9	16	166	11	0	**193**	6	8	**429**
2015-05-12 10:45:00	23	29	17	0	**69**	5	3	20	138	4	0	**162**	0	2	6	18	4	0	**28**	2	3	6	146	16	0	**168**	9	9	**427**
2015-05-12 11:00:00	15	26	21	0	**62**	6	13	19	134	4	0	**157**	1	6	12	5	6	0	**23**	3	5	12	147	7	0	**166**	6	17	**408**
2015-05-12 11:15:00	22	29	27	0	**78**	1	5	29	135	4	0	**168**	3	3	9	10	8	0	**27**	8	6	13	199	13	0	**225**	12	9	**498**
2015-05-12 11:30:00	19	32	23	0	**74**	3	5	37	158	8	0	**203**	1	7	12	19	7	0	**38**	4	15	9	206	11	0	**226**	2	11	**541**
2015-05-12 11:45:00	17	26	28	0	**71**	2	11	24	143	3	0	**170**	5	6	17	14	5	0	**36**	1	11	12	224	14	0	**250**	12	15	**527**
2015-05-12 12:00:00	23	28	23	0	**74**	2	19	15	147	10	0	**172**	4	10	16	17	5	0	**38**	7	16	16	198	13	0	**227**	11	17	**511**
2015-05-12 12:15:00	11	18	19	0	**48**	4	9	35	133	5	0	**173**	2	16	15	8	9	0	**32**	9	13	14	204	12	0	**230**	4	8	**483**
2015-05-12 12:30:00	20	24	18	0	**62**	3	6	30	152	5	0	**187**	2	5	21	9	6	0	**36**	7	8	9	233	22	0	**264**	8	12	**549**
2015-05-12 12:45:00	21	15	28	0	**64**	12	9	26	166	7	0	**199**	1	4	10	13	10	0	**33**	5	9	14	229	12	0	**255**	23	21	**551**
2015-05-12 13:00:00	27	36	24	0	**87**	4	8	39	155	3	0	**197**	4	1	8	20	7	0	**35**	6	4	11	203	16	0	**230**	12	4	**549**
2015-05-12 13:15:00	13	26	25	0	**64**	1	3	35	158	7	0	**200**	6	6	6	15	1	0	**22**	8	7	13	202	17	0	**232**	3	11	**518**
2015-05-12 13:30:00	15	28	16	0	**59**	4	10	32	166	6	0	**204**	9	11	11	19	3	0	**33**	11	13	12	190	15	0	**217**	6	26	**513**
2015-05-12 13:45:00	15	27	18	0	**60**	11	5	27	193	8	0	**228**	5	5	8	15	3	0	**26**	5	11	14	212	15	0	**241**	2	13	**555**
2015-05-12 14:00:00	25	27	19	0	**71**	4	3	31	149	3	0	**183**	3	3	12	26	9	0	**47**	5	9	8	212	10	0	**230**	8	31	**531**
2015-05-12 14:15:00	13	28	29	0	**70**	2	6	37	154	5	0	**196**	3	4	22	20	5	0	**47**	4	6	16	201	15	0	**232**	4	15	**545**
2015-05-12 14:30:00	17	30	20	0	**67**	2	8	31	175	13	0	**219**	6	3	14	18	4	0	**36**	5	5	18	223	10	0	**251**	4	24	**573**
2015-05-12 14:45:00	29	20	14	0	**63**	2	12	23	154	7	0	**184**	7	3	16	22	10	0	**48**	6	4	18	223	9	0	**250**	13	27	**545**
2015-05-12 15:00:00	19	35	18	0	**72**	4	9	31	142	9	0	**182**	6	1	24	18	7	0	**49**	9	1	10	223	8	0	**241**	4	42	**544**
2015-05-12 15:15:00	22	30	36	0	**88**	2	19	17	152	4	0	**173**	6	1	22	21	12	0	**55**	9	3	9	235	9	0	**253**	3	57	**569**
2015-05-12 15:30:00	17	32	26	0	**75**	2	6	19	153	9	0	**181**	1	0	21	32	11	0	**64**	3	5	12	224	8	0	**244**	8	43	**564**
2015-05-12 15:45:00	24	35	23	0	**82**	5	10	13	136	4	0	**153**	4	1	11	22	8	0	**41**	4	5	10	249	6	0	**265**	4	38	**541**
2015-05-12 16:00:00	13	31	25	0	**69**	6	6	21	185	11	0	**217**	2	2	23	18	7	0	**48**	5	6	14	279	6	0	**299**	5	37	**633**
2015-05-12 16:15:00	13	39	32	0	**84**	3	7	18	165	12	0	**195**	6	1	29	17	10	0	**56**	4	5	8	264	10	0	**282**	1	44	**617**
2015-05-12 16:30:00	18	34	26	0	**78**	2	16	21	212	8	0	**241**	2	1	29	27	8	0	**64**	4	6	6	386	10	0	**402**	1	73	**785**
2015-05-12 16:45:00	19	34	25	0	**78**	3	7	16	200	4	0	**220**	3	3	38	26	15	0	**79**	4	4	10	403	8	0	**421**	0	60	**798**
2015-05-12 17:00:00	12	29	31	0	**72**	0	15	14	205	1	0	**220**	6	2	47	25	13	0	**85**	4	6	6	434	3	0	**443**	1	58	**820**
2015-05-12 17:15:00	8	26	24	0	**58**	1	11	20	186	6	0	**212**	10	1	33	28	13	0	**74**	6	5	10	473	12	0	**495**	1	31	**839**
2015-05-12 17:30:00	13	26	35	0	**74**	1	4	14	179	3	0	**196**	3	1	25	30	22	0	**77**	5	3	4	421	10	0	**435**	5	28	**782**
2015-05-12 17:45:00	14	26	20	0	**60**	1	2	26	152	4	0	**182**	1	1	18	31	21	0	**70**	6	2	7	313	6	0	**326**	2	7	**638**
2015-05-12 18:00:00	12	24	16	0	**52**	0	20	18	174	5	0	**197**	2	1	15	20	11	0	**46**	2	4	6	268	10	0	**284**	0	24	**579**
2015-05-12 18:15:00	14	23	7	0	**44**	1	8	30	119	7	0	**156**	2	2	19	18	7	0	**44**	6	4	7	261	18	0	**286**	2	14	**530**
2015-05-12 18:30:00	11	21	27	0	**59**	4	5	25	124	3	0	**152**	2	3	6	12	7	0	**25**	7	2	2	215	10	0	**227**	3	12	**463**
2015-05-12 18:45:00	10	25	14	0	**49**	2	4	13	124	3	0	**140**	0	1	8	8	7	0	**23**	3	11	8	167	8	0	**183**	2	14	**395**
Grand Total	760	1338	962	0	**3060**	170	344	1484	7808	372	0	**9664**	146	257	698	920	333	0	**1951**	232	344	743	10717	576	0	**12036**	583	939	**26711**
% Approach	24.8%	43.7%	31.4%	0.0%				15.4%	80.8%	3.8%	0.0%				35.8%	47.2%	17.1%	0.0%				6.2%	89.0%	4.8%	0.0%				
% Total	2.8%	5.0%	3.6%	0.0%	**11.5%**			5.6%	29.2%	1.4%	0.0%	**36.2%**			2.6%	3.4%	1.2%	0.0%	**7.3%**			2.8%	40.1%	2.2%	0.0%	**45.1%**			
Lights and Motorcycles	737	1219	934	0	**2890**			1468	7555	365	0	**9388**			664	884	328	0	**1876**			725	10341	566	0	**11632**			**25786**
% Lights and Motorcycles	97.0%	91.1%	97.1%	0.0%	**94.4%**			98.9%	96.8%	98.1%	0.0%	**97.1%**			95.1%	96.1%	98.5%	0.0%	**96.2%**			97.6%	96.5%	98.3%	0.0%	**96.6%**			**96.5%**
Heavy	22	98	27	0	**147**			15	248	7	0	**270**			32	20	4	0	**56**			17	358	7	0	**382**			**855**
% Heavy	2.9%	7.3%	2.8%	0.0%	**4.8%**			1.0%	3.2%	1.9%	0.0%	**2.8%**			4.6%	2.2%	1.2%	0.0%	**2.9%**			2.3%	3.3%	1.2%	0.0%	**3.2%**			**3.2%**
Bicycles on Road	1	21	1	0	**23**			1	5	0	0	**6**			2	16	1	0	**19**			1	18	3	0	**22**			**70**
% Bicycles on Road	0.1%	1.6%	0.1%	0.0%	**0.8%**			0.1%	0.1%	0.0%	0.0%	**0.1%**			0.3%	1.7%	0.3%	0.0%	**1.0%**			0.1%	0.2%	0.5%	0.0%	**0.2%**			**0.3%**
Pedestrians						170	344						146	257						232	344						583	939	
% Pedestrians						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%	
AM PEAK TOTAL	40	125	54	0	**219**	30	17	231	990	73	0	**1294**	11	81	30	115	20	0	**165**	11	58	162	647	51	0	**860**	192	20	**2538**
% Approach	18.3%	57.1%	24.7%	0.0%				17.9%	76.5%	5.6%	0.0%				18.2%	69.7%	12.1%	0.0%				18.8%	75.2%	5.9%	0.0%				
% Total	1.6%	4.9%	2.1%	0.0%	**8.6%**			9.1%	39.0%	2.9%	0.0%	**51.0%**			1.2%	4.5%	0.8%	0.0%	**6.5%**			6.4%	25.5%	2.0%	0.0%	**33.9%**			
PHF (7:30 AM - 8:30 AM)	0.769	0.788	0.675	0	**0.798**			0.947	0.868	0.76	0	**0.896**			0.75	0.883	0.5	0	**0.832**			0.779	0.862	0.911	0	**0.897**			**0.898**
Lights and Motorcycles	37	110	51	0	**198**			228	963	73	0	**1264**			26	108	19	0	**153**			162	607	51	0	**820**			**2435**
% Lights and Motorcycles	92.5%	88.0%	94.4%	0.0%	**90.4%**			98.7%	97.3%	100.0%	0.0%	**97.7%**			86.7%	93.9%	95.0%	0.0%	**92.7%**			100.0%	93.8%	100.0%	0.0%	**95.3%**			**95.9%**
Heavy	3	13	3	0	**19**			3	27	0	0	**30**			4	5	1	0	**10**			0	38	0	0	**38**			**97**
% Heavy	7.5%	10.4%	5.6%	0.0%	**8.7%**			1.3%	2.7%	0.0%	0.0%	**2.3%**			13.3%	4.3%	5.0%	0.0%	**6.1%**			0.0%	5.9%	0.0%	0.0%	**4.4%**			**3.8%**
Bicycles on Road	0	2	0	0	**2**			0	0	0	0	**0**			0	2	0	0	**2**			0	2	0	0	**2**			**6**
% Bicycles on Road	0.0%	1.6%	0.0%	0.0%	**0.9%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.7%	0.0%	0.0%	**1.2%**			0.0%	0.3%	0.0%	0.0%	**0.2%**			**0.2%**
Pedestrians						30	17						11	81						11	58						192	20	
% Pedestrians						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%	
PM PEAK TOTAL	52	115	115	0	**282**	5	37	64	770	14	0	**848**	22	7	143	109	63	0	**315**	19	18	30	1731	33	0	**1794**	7	177	**3239**
% Approach	18.4%	40.8%	40.8%	0.0%				7.5%	90.8%	1.7%	0.0%				45.4%	34.6%	20.0%	0.0%				1.7%	96.5%	1.8%	0.0%				
% Total	1.6%	3.6%	3.6%	0.0%	**8.7%**			2.0%	23.8%	0.4%	0.0%	**26.2%**			4.4%	3.4%	1.9%	0.0%	**9.7%**			0.9%	53.4%	1.0%	0.0%	**55.4%**			
PHF (4:45 PM - 5:45 PM)	0.684	0.859	0.821	0	**0.911**			0.8	0.939	0.583	0	**0.964**			0.761	0.908	0.716	0	**0.926**			0.75	0.914	0.775	0	**0.908**			**0.966**
Lights and Motorcycles	49	101	115	0	**265**			64	752	14	0	**830**			139	106	62	0	**307**			29	1711	31	0	**1771**			**3173**
% Lights and Motorcycles	94.2%	87.8%	100.0%	0.0%	**94.0%**			100.0%	97.7%	100.0%	0.0%	**97.9%**			97.2%	97.2%	98.4%	0.0%	**97.5%**			96.7%	98.8%	93.9%	0.0%	**98.7%**			**98.0%**
Heavy	3	9	0	0	**12**			0	18	0	0	**18**			4	3	1	0	**8**			1	19	0	0	**20**			**58**
% Heavy	5.8%	7.8%	0.0%	0.0%	**4.3%**			0.0%	2.3%	0.0%	0.0%	**2.1%**			2.8%	2.8%	1.6%	0.0%	**2.5%**			3.3%	1.1%	0.0%	0.0%	**1.1%**			**1.8%**
Bicycles on Road	0	5	0	0	**5**			0	0	0	0	**0**			0	0	0	0	**0**			0	1	2	0	**3**			**8**
% Bicycles on Road	0.0%	4.3%	0.0%	0.0%	**1.8%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	6.1%	0.0%	**0.2%**			**0.2%**
Pedestrians						5	37						22	7						19	18						7	177	
% Pedestrians						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%	

Study Name 1st St & Broadway

Leg	North				East				West				
Direction	Southbound				Westbound				Eastbound				
Start Time	Right	Thru	Left	**App Total**	Thru	Left	U-Turn	**App Total**	Right	Thru	U-Turn	**App Total**	**Int Total**
2014-08-26 06:00:00	3	18	12	**33**	58	2	0	**60**	20	70	0	**90**	**183**
2014-08-26 06:15:00	1	20	34	**55**	95	2	0	**97**	19	88	0	**107**	**259**
2014-08-26 06:30:00	1	22	24	**47**	140	0	0	**140**	19	110	0	**129**	**316**
2014-08-26 06:45:00	8	22	31	**61**	194	1	0	**195**	29	120	0	**149**	**405**
2014-08-26 07:00:00	17	49	27	**93**	234	1	0	**235**	37	114	0	**151**	**479**
2014-08-26 07:15:00	36	61	23	**120**	304	1	0	**305**	44	152	0	**196**	**621**
2014-08-26 07:30:00	49	68	40	**157**	347	2	0	**349**	61	203	0	**264**	**770**
2014-08-26 07:45:00	55	60	39	**154**	341	0	0	**341**	46	212	0	**258**	**753**
2014-08-26 08:00:00	36	43	35	**114**	425	1	0	**426**	60	199	0	**259**	**799**
2014-08-26 08:15:00	32	60	26	**118**	364	1	0	**365**	68	190	0	**258**	**741**
2014-08-26 08:30:00	37	78	34	**149**	320	2	0	**322**	62	192	0	**254**	**725**
2014-08-26 08:45:00	36	89	31	**156**	292	1	0	**293**	83	184	0	**267**	**716**
2014-08-26 09:00:00	40	89	21	**150**	224	2	0	**226**	58	157	0	**215**	**591**
2014-08-26 09:15:00	20	73	22	**115**	215	5	0	**220**	91	143	0	**234**	**569**
2014-08-26 09:30:00	28	57	31	**116**	199	3	0	**202**	81	154	0	**235**	**553**
2014-08-26 09:45:00	22	74	25	**121**	222	8	0	**230**	75	158	0	**233**	**584**
2014-08-26 10:00:00	30	87	20	**137**	200	6	0	**206**	97	159	0	**256**	**599**
2014-08-26 10:15:00	26	97	29	**152**	215	4	0	**219**	99	174	0	**273**	**644**
2014-08-26 10:30:00	45	85	42	**172**	190	1	0	**191**	92	192	0	**284**	**647**
2014-08-26 10:45:00	30	59	32	**121**	189	1	0	**190**	71	135	0	**206**	**517**
2014-08-26 11:00:00	23	84	31	**138**	187	3	0	**190**	74	157	0	**231**	**559**
2014-08-26 11:15:00	29	83	37	**149**	206	7	0	**213**	96	186	0	**282**	**644**
2014-08-26 11:30:00	28	82	42	**152**	201	2	0	**203**	103	178	0	**281**	**636**
2014-08-26 11:45:00	45	97	33	**175**	224	7	0	**231**	91	201	0	**292**	**698**
2014-08-26 12:00:00	34	100	30	**164**	227	6	0	**233**	96	204	0	**300**	**697**
2014-08-26 12:15:00	27	58	37	**122**	215	3	0	**218**	87	188	0	**275**	**615**
2014-08-26 12:30:00	26	67	39	**132**	201	3	0	**204**	91	198	0	**289**	**625**
2014-08-26 12:45:00	30	62	16	**108**	238	2	0	**240**	96	188	0	**284**	**632**
2014-08-26 13:00:00	29	95	30	**154**	240	8	0	**248**	96	179	0	**275**	**677**
2014-08-26 13:15:00	33	103	42	**178**	202	5	0	**207**	90	186	0	**276**	**661**
2014-08-26 13:30:00	25	69	34	**128**	193	3	0	**196**	87	178	0	**265**	**589**
2014-08-26 13:45:00	18	77	24	**119**	205	7	0	**212**	83	152	0	**235**	**566**
2014-08-26 14:00:00	24	92	42	**158**	220	3	0	**223**	117	180	0	**297**	**678**
2014-08-26 14:15:00	26	102	39	**167**	223	3	0	**226**	111	172	0	**283**	**676**
2014-08-26 14:30:00	21	105	37	**163**	234	3	0	**237**	117	213	0	**330**	**730**
2014-08-26 14:45:00	33	144	58	**235**	207	4	0	**211**	114	192	0	**306**	**752**
2014-08-26 15:00:00	29	114	29	**172**	208	5	0	**213**	125	239	0	**364**	**749**
2014-08-26 15:15:00	28	100	26	**154**	199	1	0	**200**	118	195	0	**313**	**667**
2014-08-26 15:30:00	19	107	26	**152**	222	2	0	**224**	150	205	0	**355**	**731**
2014-08-26 15:45:00	31	76	27	**134**	237	3	0	**240**	105	226	0	**331**	**705**
2014-08-26 16:00:00	40	130	36	**206**	207	1	0	**208**	139	264	0	**403**	**817**
2014-08-26 16:15:00	39	112	46	**197**	213	9	0	**222**	148	277	0	**425**	**844**
2014-08-26 16:30:00	36	209	59	**304**	220	4	0	**224**	142	395	0	**537**	**1065**
2014-08-26 16:45:00	19	196	48	**263**	224	1	0	**225**	131	350	0	**481**	**969**
2014-08-26 17:00:00	19	204	53	**276**	230	2	0	**232**	133	413	0	**546**	**1054**
2014-08-26 17:15:00	29	184	59	**272**	216	0	0	**216**	135	438	0	**573**	**1061**
2014-08-26 17:30:00	35	201	68	**304**	212	2	0	**214**	115	403	0	**518**	**1036**
2014-08-26 17:45:00	22	146	50	**218**	187	3	0	**190**	101	301	0	**402**	**810**
Grand Total	1349	4410	1676	**7435**	10766	146	0	**10912**	4303	9764	0	**14067**	**32414**
% Approach	18.1%	59.3%	22.5%		98.7%	1.3%	0.0%		30.6%	69.4%	0.0%		
% Total	4.2%	13.6%	5.2%	**22.9%**	33.2%	0.5%	0.0%	**33.7%**	13.3%	30.1%	0.0%	**43.4%**	
Lights and Motorcycles	1334	4290	1626	**7250**	10401	136	0	**10537**	4105	9472	0	**13577**	**31364**
% Lights and Motorcycles	98.9%	97.3%	97.0%	**97.5%**	96.6%	93.2%	0.0%	**96.6%**	95.4%	97.0%	0.0%	**96.5%**	**96.8%**
Heavy	15	120	50	**185**	365	10	0	**375**	198	292	0	**490**	**1050**
% Heavy	1.1%	2.7%	3.0%	**2.5%**	3.4%	6.8%	0.0%	**3.4%**	4.6%	3.0%	0.0%	**3.5%**	**3.2%**

AM PEAK TOTAL	172	231	140	**543**	1477	4	0	**1481**	235	804	0	**1039**	**3063**
% Approach	31.7%	42.5%	25.8%		99.7%	0.3%	0.0%		22.6%	77.4%	0.0%		
% Total	5.6%	7.5%	4.6%	**17.7%**	48.2%	0.1%	0.0%	**48.4%**	7.7%	26.2%	0.0%	**33.9%**	
PHF (7:30 AM - 8:30 AM)	0.782	0.849	0.875	**0.865**	0.869	0.5	0	**0.869**	0.864	0.948	0	**0.984**	**0.958**
Lights and Motorcycles	171	222	138	**531**	1449	3	0	**1452**	220	777	0	**997**	**2980**
% Lights and Motorcycles	99.4%	96.1%	98.6%	**97.8%**	98.1%	75.0%	0.0%	**98.0%**	93.6%	96.6%	0.0%	**96.0%**	**97.3%**
Heavy	1	9	2	**12**	28	1	0	**29**	15	27	0	**42**	**83**
% Heavy	0.6%	3.9%	1.4%	**2.2%**	1.9%	25.0%	0.0%	**2.0%**	6.4%	3.4%	0.0%	**4.0%**	**2.7%**

PM PEAK TOTAL	103	793	219	**1115**	890	7	0	**897**	541	1596	0	**2137**	**4149**
% Approach	9.2%	71.1%	19.6%		99.2%	0.8%	0.0%		25.3%	74.7%	0.0%		
% Total	2.5%	19.1%	5.3%	**26.9%**	21.5%	0.2%	0.0%	**21.6%**	13.0%	38.5%	0.0%	**51.5%**	
PHF (4:30 PM - 5:30 PM)	0.715	0.949	0.928	**0.917**	0.967	0.438	0	**0.967**	0.952	0.911	0	**0.932**	**0.974**
Lights and Motorcycles	103	781	216	**1100**	865	7	0	**872**	533	1576	0	**2109**	**4081**
% Lights and Motorcycles	100.0%	98.5%	98.6%	**98.7%**	97.2%	100.0%	0.0%	**97.2%**	98.5%	98.7%	0.0%	**98.7%**	**98.4%**
Heavy	0	12	3	**15**	25	0	0	**25**	8	20	0	**28**	**68**
% Heavy	0.0%	1.5%	1.4%	**1.3%**	2.8%	0.0%	0.0%	**2.8%**	1.5%	1.3%	0.0%	**1.3%**	**1.6%**

Study Name 2nd & Chestnut

Leg	2nd St								Chestnut St								2nd St								Chestnut St								
Direction	Southbound								Westbound								Northbound								Eastbound								
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Int Total
2018-02-01 07:00:00	0	48	29	1	**78**	3	1		0	0	0	0	**0**	1	2		27	114	0	0	**141**	1	3		1	105	14	0	**120**	1	1		**339**
2018-02-01 07:15:00	0	67	37	0	**104**	2	0		0	0	0	0	**0**	1	3		35	179	0	0	**214**	1	0		5	106	24	0	**135**	1	1		**453**
2018-02-01 07:30:00	0	73	51	0	**124**	10	5		0	0	0	0	**0**	1	3		50	203	0	0	**253**	3	4		9	124	31	0	**164**	6	1		**541**
2018-02-01 07:45:00	0	87	63	0	**150**	4	1		0	0	0	0	**0**	3	8		55	198	0	0	**253**	3	3		2	133	38	0	**173**	5	1		**576**
2018-02-01 08:00:00	0	72	29	0	**101**	1	0		0	0	0	0	**0**	3	1		38	135	0	0	**173**	1	4		6	106	26	0	**138**	1	1		**412**
2018-02-01 08:15:00	0	85	32	0	**117**	1	4		0	0	0	0	**0**	3	0		41	160	0	0	**201**	2	2		4	92	31	0	**127**	1	1		**445**
2018-02-01 08:30:00	0	73	35	0	**108**	3	2		0	0	0	0	**0**	3	2		37	139	0	0	**176**	0	1		12	122	38	0	**172**	2	1		**456**
2018-02-01 08:45:00	0	85	43	0	**128**	4	1		0	0	0	0	**0**	1	1		38	178	0	0	**216**	2	5		6	105	40	0	**151**	0	2		**495**
2018-02-01 09:00:00	0	61	36	0	**97**	2	2		0	0	0	0	**0**	5	1		27	144	0	0	**171**	2	5		5	130	22	0	**157**	1	2		**425**
2018-02-01 09:15:00	0	63	33	0	**96**	3	0		1	0	0	0	**1**	3	0		24	100	0	0	**124**	3	2		2	93	21	0	**116**	2	2		**337**
2018-02-01 09:30:00	0	57	25	0	**82**	1	3		0	0	0	0	**0**	1	3		24	100	0	0	**124**	4	5		2	95	32	0	**129**	2	4		**335**
2018-02-01 09:45:00	0	60	15	0	**75**	0	4		0	0	0	0	**0**	10	1		30	121	0	0	**151**	4	0		2	106	21	0	**129**	2	1		**355**
2018-02-01 10:00:00	0	74	27	0	**101**	1	3		0	0	0	0	**0**	0	1		33	137	0	0	**170**	0	3		3	80	27	0	**110**	1	2		**381**
2018-02-01 10:15:00	0	76	34	0	**110**	0	2		0	0	0	0	**0**	3	0		40	108	0	0	**148**	2	3		7	134	25	0	**166**	1	2		**424**
2018-02-01 10:30:00	0	54	40	0	**94**	2	0		0	0	0	0	**0**	1	5		25	106	0	0	**131**	2	3		4	90	25	0	**119**	0	2		**344**
2018-02-01 10:45:00	0	66	24	0	**90**	1	1		0	0	0	0	**0**	1	1		26	123	0	0	**149**	6	3		7	116	33	0	**156**	3	1		**395**
2018-02-01 11:00:00	0	65	28	0	**93**	0	1		0	0	0	0	**0**	3	2		25	116	0	0	**141**	3	4		9	104	37	0	**150**	0	1		**384**
2018-02-01 11:15:00	0	72	26	0	**98**	0	2		0	0	0	0	**0**	6	1		33	135	0	0	**168**	2	3		7	113	33	0	**153**	0	1		**419**
2018-02-01 11:30:00	0	79	19	0	**98**	1	2		0	0	0	0	**0**	4	4		22	134	0	0	**156**	8	11		2	120	44	0	**166**	5	0		**420**
2018-02-01 11:45:00	0	88	44	0	**132**	0	1		0	0	0	0	**0**	5	17		59	148	0	0	**207**	9	5		6	104	28	0	**138**	1	1		**477**
2018-02-01 12:00:00	0	96	30	0	**126**	2	1		0	0	0	0	**0**	7	6		41	150	0	0	**191**	4	3		3	120	38	0	**161**	2	0		**478**
2018-02-01 12:15:00	0	77	25	0	**102**	1	2		1	0	0	0	**1**	10	1		33	149	0	0	**182**	5	4		7	124	46	0	**177**	3	1		**462**
2018-02-01 12:30:00	0	83	36	0	**119**	10	3		0	0	0	0	**0**	7	4		21	163	0	0	**184**	2	4		7	137	33	0	**177**	11	2		**480**
2018-02-01 12:45:00	0	66	43	1	**110**	3	4		0	0	0	0	**0**	4	5		28	144	0	0	**172**	2	4		13	121	33	0	**167**	2	3		**449**
2018-02-01 13:00:00	0	82	42	0	**124**	2	4		0	0	0	0	**0**	5	6		43	146	0	0	**189**	6	3		10	110	36	0	**156**	0	5		**469**
2018-02-01 13:15:00	0	73	40	0	**113**	1	5		0	0	0	0	**0**	1	9		40	137	0	0	**177**	1	7		10	106	38	0	**154**	2	3		**444**
2018-02-01 13:30:00	0	73	31	0	**104**	4	2		0	0	0	0	**0**	6	10		32	144	0	0	**176**	4	4		7	106	38	0	**151**	7	2		**431**
2018-02-01 13:45:00	0	82	36	0	**118**	2	6		0	0	0	0	**0**	4	3		40	108	0	0	**148**	5	2		16	128	37	0	**181**	1	3		**447**
2018-02-01 14:00:00	0	91	40	0	**131**	1	2		0	0	0	0	**0**	2	6		80	134	0	0	**214**	2	4		19	73	33	0	**125**	1	1		**470**
2018-02-01 14:15:00	0	98	34	0	**132**	0	3		0	0	0	0	**0**	1	3		46	172	0	0	**218**	3	4		22	74	65	0	**161**	1	5		**511**
2018-02-01 14:30:00	0	118	61	0	**179**	1	2		0	0	0	0	**0**	2	6		89	196	0	0	**285**	5	4		8	138	47	0	**193**	1	2		**657**
2018-02-01 14:45:00	0	100	54	0	**154**	1	1		0	0	0	0	**0**	1	5		51	219	0	0	**270**	5	1		5	144	30	0	**179**	1	1		**603**
2018-02-01 15:00:00	0	98	84	0	**182**	1	3		0	0	0	0	**0**	1	2		36	160	0	0	**196**	6	4		6	136	41	0	**183**	4	1		**561**
2018-02-01 15:15:00	0	69	77	0	**146**	1	3		0	0	0	0	**0**	2	1		48	145	0	0	**193**	1	1		7	149	44	0	**200**	1	3		**539**
2018-02-01 15:30:00	0	77	57	0	**134**	2	2		0	0	0	0	**0**	3	4		56	160	0	0	**216**	1	3		5	180	32	0	**217**	1	2		**567**
2018-02-01 15:45:00	0	83	37	0	**120**	1	1		0	0	0	0	**0**	4	3		34	146	0	0	**180**	5	0		5	151	40	0	**196**	2	0		**496**
2018-02-01 16:00:00	0	93	48	0	**141**	3	2		0	0	0	0	**0**	5	3		53	130	0	0	**183**	15	2		5	174	30	0	**209**	4	1		**533**
2018-02-01 16:15:00	0	81	64	0	**145**	4	1		0	0	0	0	**0**	2	4		35	139	0	0	**174**	4	3		6	194	48	0	**248**	3	0		**567**
2018-02-01 16:30:00	0	107	71	0	**178**	4	4		0	0	0	0	**0**	1	3		46	119	0	0	**165**	4	1		5	199	45	0	**249**	3	2		**592**
2018-02-01 16:45:00	0	107	69	0	**176**	3	3		1	0	0	0	**1**	2	1		42	127	0	0	**169**	2	4		6	206	36	0	**248**	5	4		**594**
2018-02-01 17:00:00	0	93	83	0	**176**	2	1		0	0	0	0	**0**	3	2		53	117	0	0	**170**	9	2		7	209	47	0	**263**	2	2		**609**
2018-02-01 17:15:00	0	117	83	0	**200**	4	3		0	0	0	0	**0**	3	4		42	124	0	0	**166**	0	5		13	211	55	0	**279**	2	1		**645**
2018-02-01 17:30:00	0	108	81	0	**189**	4	2		0	0	0	0	**0**	3	4		47	113	0	0	**160**	2	4		8	204	40	0	**252**	2	0		**601**
2018-02-01 17:45:00	0	72	61	0	**133**	3	5		0	0	0	0	**0**	3	4		34	110	0	0	**144**	1	1		7	208	41	0	**256**	2	3		**533**
2018-02-01 18:00:00	0	76	55	0	**131**	0	1		0	0	0	0	**0**	3	3		22	103	0	0	**125**	1	4		3	162	37	0	**202**	1	0		**458**
2018-02-01 18:15:00	0	56	43	0	**99**	4	2		0	0	0	0	**0**	5	0		16	92	0	0	**108**	0	0		5	112	29	0	**146**	3	3		**353**
2018-02-01 18:30:00	0	74	35	0	**109**	1	5		0	0	0	0	**0**	4	3		29	84	0	0	**113**	4	0		3	99	25	0	**127**	2	2		**349**
2018-02-01 18:45:00	0	61	33	0	**94**	0	1		0	0	0	0	**0**	1	0		24	102	0	0	**126**	4	1		6	90	16	0	**112**	2	0		**332**
Grand Total	0	3816	2123	2	**5941**	104	109		3	0	0	0	**3**	153	161		1850	6611	0	0	**8461**	161	148		325	6243	1670	0	**8238**	106	80		**22643**
% Approach	0.0%	64.2%	35.7%	0.0%					100.0%	0.0%	0.0%	0.0%					21.9%	78.1%	0.0%	0.0%					3.9%	75.8%	20.3%	0.0%					
% Total	0.0%	16.9%	9.4%	0.0%	**26.2%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				8.2%	29.2%	0.0%	0.0%	**37.4%**				1.4%	27.6%	7.4%	0.0%	**36.4%**				
Lights and Motorcycles	0	3758	2087	2	**5847**				2	0	0	0	**2**				1815	6470	0	0	**8285**				321	6028	1612	0	**7961**				**22095**
% Lights and Motorcycles	0.0%	98.5%	98.3%	100.0%	**98.4%**				66.7%	0.0%	0.0%	0.0%	**66.7%**				98.1%	97.9%	0.0%	0.0%	**97.9%**				98.8%	96.6%	96.5%	0.0%	**96.6%**				**97.6%**
Heavy	0	54	36	0	**90**				0	0	0	0	**0**				35	135	0	0	**170**				4	214	58	0	**276**				**536**
% Heavy	0.0%	1.4%	1.7%	0.0%	**1.5%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				1.9%	2.0%	0.0%	0.0%	**2.0%**				1.2%	3.4%	3.5%	0.0%	**3.4%**				**2.4%**
Pedestrians	0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				0	1	0	0	**1**				**1**
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.0%**
Bicycles on Road	0	4	0	0	**4**				1	0	0	0	**1**				0	6	0	0	**6**				0	0	0	0	**0**				**11**
% Bicycles on Road	0.0%	0.1%	0.0%	0.0%	**0.1%**				33.3%	0.0%	0.0%	0.0%	**33.3%**				0.0%	0.1%	0.0%	0.0%	**0.1%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.0%**
AM PEAK TOTAL	0	299	180	0	**479**	17	6		0	0	0	0	**0**	8	15		178	715	0	0	**893**	8	11		22	469	119	0	**610**	13	4		**1982**
% Approach	0.0%	62.4%	37.6%	0.0%					0.0%	0.0%	0.0%	0.0%					19.9%	80.1%	0.0%	0.0%					3.6%	76.9%	19.5%	0.0%					
% Total	0.0%	15.1%	9.1%	0.0%	**24.2%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				9.0%	36.1%	0.0%	0.0%	**45.1%**				1.1%	23.7%	6.0%	0.0%	**30.8%**				
PHF (7:15 AM - 8:15 AM)	0	0.859	0.714	0	**0.798**				0	0	0	0	**0**				0.809	0.881	0	0	**0.882**				0.611	0.882	0.783	0	**0.882**				**0.86**
Lights and Motorcycles	0	296	179	0	**475**				0	0	0	0	**0**				177	708	0	0	**885**				22	450	115	0	**587**				**1947**
% Lights and Motorcycles	0.0%	99.0%	99.4%	0.0%	**99.2%**				0.0%	0.0%	0.0%	0.0%					99.4%	99.0%	0.0%	0.0%	**99.1%**				100.0%	95.9%	96.6%	0.0%	**96.2%**				**98.2%**
Heavy	0	3	1	0	**4**				0	0	0	0	**0**				1	7	0	0	**8**				0	19	4	0	**23**				**35**
% Heavy	0.0%	1.0%	0.6%	0.0%	**0.8%**				0.0%	0.0%	0.0%	0.0%					0.6%	1.0%	0.0%	0.0%	**0.9%**				0.0%	4.1%	3.4%	0.0%	**3.8%**				**1.8%**
Pedestrians	0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				**0**
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.0%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.0%**
PM PEAK TOTAL	0	425	316	0	**741**	13	9		1	0	0	0	**1**	11	11		184	481	0	0	**665**	13	15		34	830	178	0	**1042**	11	7		**2449**
% Approach	0.0%	57.4%	42.6%	0.0%					100.0%	0.0%	0.0%	0.0%					27.7%	72.3%	0.0%	0.0%					3.3%	79.7%	17.1%	0.0%					
% Total	0.0%	17.4%	12.9%	0.0%	**30.3%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				7.5%	19.6%	0.0%	0.0%	**27.2%**				1.4%	33.9%	7.3%	0.0%	**42.5%**				
PHF (4:45 PM - 5:45 PM)	0	0.906	0.952	0	**0.925**				0.25	0	0	0	**0.25**				0.868	0.947	0	0	**0.978**				0.654	0.983	0.809	0	**0.934**				**0.949**
Lights and Motorcycles	0	421	313	0	**734**				1	0	0	0	**1**				183	476	0	0	**659**				34	818	178	0	**1030**				**2424**
% Lights and Motorcycles	0.0%	99.1%	99.1%	0.0%	**99.1%**				100.0%	0.0%	0.0%	0.0%	**100.0%**				99.5%	99.0%	0.0%	0.0%	**99.1%**				100.0%	98.6%	100.0%	0.0%	**98.8%**				**99.0%**
Heavy	0	3	3	0	**6**				0	0	0	0	**0**				1	5	0	0	**6**				0	12	0	0	**12**				**24**
% Heavy	0.0%	0.7%	0.9%	0.0%	**0.8%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.5%	1.0%	0.0%	0.0%	**0.9%**				0.0%	1.4%	0.0%	0.0%	**1.2%**				**1.0%**
Pedestrians	0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				**0**
% Pedestrians	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.0%**
Bicycles on Road	0	1	0	0	**1**				0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				**1**
% Bicycles on Road	0.0%	0.2%	0.0%	0.0%	**0.1%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.0%**

Study Name 2nd St & Muhammad Ali Blvd

Leg	2nd St							Muhammad Ali Blvd							2nd St							Muhammad Ali Blvd						
Direction	Southbound							Westbound							Northbound							Eastbound						
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2018-02-01 07:00:00	39	85	0	0	**124**	0	4	71	92	11	0	**174**	0	4	0	110	14	0	**124**	6	0	0	0	0	0	**0**	9	0	**422**
2018-02-01 07:15:00	50	115	0	0	**165**	0	5	60	89	22	0	**171**	0	2	0	157	18	0	**175**	0	3	0	0	0	0	**0**	5	1	**511**
2018-02-01 07:30:00	49	132	0	0	**181**	1	6	63	114	46	0	**223**	1	5	0	151	19	0	**170**	5	3	0	0	0	0	**0**	10	1	**574**
2018-02-01 07:45:00	51	145	0	0	**196**	0	15	88	141	57	0	**286**	0	15	0	166	33	0	**199**	6	2	0	0	0	0	**0**	7	4	**681**
2018-02-01 08:00:00	43	129	0	0	**172**	0	4	56	152	25	0	**233**	1	3	0	128	14	0	**142**	5	0	0	0	0	0	**0**	5	1	**547**
2018-02-01 08:15:00	53	134	0	0	**187**	0	6	74	145	28	0	**247**	6	3	0	135	28	0	**163**	1	1	0	0	0	0	**0**	0	1	**597**
2018-02-01 08:30:00	44	145	0	0	**189**	3	5	55	132	20	0	**207**	0	7	0	133	22	0	**155**	1	1	0	0	0	0	**0**	1	0	**551**
2018-02-01 08:45:00	51	124	0	0	**175**	4	5	58	152	32	0	**242**	2	4	0	156	26	0	**182**	6	0	0	0	0	0	**0**	2	0	**599**
2018-02-01 09:00:00	37	103	0	0	**140**	1	3	49	74	28	0	**151**	1	2	0	134	17	0	**151**	4	2	0	0	0	0	**0**	3	1	**442**
2018-02-01 09:15:00	26	92	0	0	**118**	2	4	49	85	16	0	**150**	1	0	0	92	14	0	**106**	1	2	0	0	0	0	**0**	2	1	**374**
2018-02-01 09:30:00	37	79	0	0	**116**	3	1	60	60	14	0	**134**	5	4	0	105	22	0	**127**	1	1	0	0	0	0	**0**	1	2	**377**
2018-02-01 09:45:00	38	76	0	0	**114**	1	2	52	57	10	0	**119**	3	4	0	103	24	0	**127**	2	5	0	0	0	0	**0**	0	0	**360**
2018-02-01 10:00:00	28	92	0	0	**120**	1	5	49	62	12	0	**123**	2	6	0	121	29	0	**150**	2	3	0	0	0	0	**0**	0	4	**393**
2018-02-01 10:15:00	17	108	0	0	**125**	2	0	44	71	15	0	**130**	4	0	0	102	13	0	**115**	3	3	0	0	0	0	**0**	5	4	**370**
2018-02-01 10:30:00	25	84	0	0	**109**	0	1	50	87	13	0	**150**	2	1	0	107	20	0	**127**	3	3	0	0	0	0	**0**	2	3	**386**
2018-02-01 10:45:00	21	87	0	0	**108**	1	1	43	57	10	0	**110**	2	1	0	117	25	0	**142**	2	5	0	0	0	0	**0**	1	0	**360**
2018-02-01 11:00:00	20	99	0	0	**119**	0	1	33	67	13	0	**113**	3	0	0	133	19	0	**152**	3	2	0	0	0	0	**0**	0	2	**384**
2018-02-01 11:15:00	25	84	0	0	**109**	1	3	42	79	9	0	**130**	4	2	0	139	19	0	**158**	3	1	0	0	0	0	**0**	1	0	**397**
2018-02-01 11:30:00	28	90	0	0	**118**	2	0	54	71	19	0	**144**	3	5	0	150	30	0	**180**	3	6	0	0	0	0	**0**	2	2	**442**
2018-02-01 11:45:00	21	100	0	0	**121**	2	2	66	87	23	0	**176**	3	3	0	128	25	0	**153**	6	3	0	0	0	0	**0**	0	4	**450**
2018-02-01 12:00:00	28	103	0	0	**131**	0	5	59	64	24	0	**147**	7	5	0	161	26	0	**187**	5	2	0	0	0	0	**0**	0	0	**465**
2018-02-01 12:15:00	29	90	0	0	**119**	1	5	62	71	18	0	**151**	8	3	0	155	25	0	**180**	1	7	0	0	0	0	**0**	1	3	**450**
2018-02-01 12:30:00	26	123	0	0	**149**	6	8	48	76	17	0	**141**	5	6	0	157	13	0	**170**	5	6	0	0	0	0	**0**	6	4	**460**
2018-02-01 12:45:00	19	109	0	0	**128**	1	2	46	76	13	0	**135**	4	4	0	160	16	0	**176**	2	4	0	0	0	0	**0**	1	8	**439**
2018-02-01 13:00:00	26	101	0	0	**127**	3	3	43	74	16	0	**133**	0	3	0	156	20	0	**176**	10	5	0	0	0	0	**0**	2	2	**436**
2018-02-01 13:15:00	25	100	0	0	**125**	2	2	45	69	10	0	**124**	4	6	0	152	30	0	**182**	2	5	0	0	0	0	**0**	0	3	**431**
2018-02-01 13:30:00	22	90	0	0	**112**	0	1	39	65	13	0	**117**	2	7	0	153	26	0	**179**	2	5	0	0	0	0	**0**	0	1	**408**
2018-02-01 13:45:00	23	112	0	0	**135**	2	2	44	76	17	0	**137**	0	6	0	132	17	0	**149**	2	5	0	0	0	0	**0**	2	0	**421**
2018-02-01 14:00:00	28	92	0	0	**120**	2	0	49	74	43	0	**166**	2	1	0	140	14	0	**154**	2	2	0	0	0	0	**0**	3	5	**440**
2018-02-01 14:15:00	20	112	0	0	**132**	1	2	42	78	53	0	**173**	2	2	1	236	21	0	**258**	0	7	0	0	0	0	**0**	3	6	**563**
2018-02-01 14:30:00	25	116	1	1	**143**	2	5	36	78	58	0	**172**	0	2	0	207	12	0	**219**	5	2	0	0	0	0	**0**	2	5	**534**
2018-02-01 14:45:00	21	104	0	0	**125**	4	2	47	93	56	1	**197**	4	8	0	191	44	0	**235**	5	4	0	0	0	0	**0**	2	7	**557**
2018-02-01 15:00:00	29	114	0	0	**143**	1	5	37	132	62	0	**231**	1	4	0	186	37	0	**223**	0	2	0	0	0	0	**0**	0	10	**597**
2018-02-01 15:15:00	33	94	0	0	**127**	4	2	47	119	17	0	**183**	1	2	0	167	33	0	**200**	3	14	0	0	0	0	**0**	1	31	**510**
2018-02-01 15:30:00	34	106	0	0	**140**	2	3	39	104	6	0	**149**	2	1	0	173	24	0	**197**	2	2	0	0	0	0	**0**	1	8	**486**
2018-02-01 15:45:00	26	116	0	0	**142**	4	1	43	119	6	0	**168**	1	3	0	163	31	0	**194**	2	0	0	0	0	0	**0**	2	3	**504**
2018-02-01 16:00:00	28	112	0	0	**140**	0	6	48	113	15	0	**176**	1	3	0	150	24	0	**174**	0	1	0	0	0	0	**0**	0	4	**490**
2018-02-01 16:15:00	25	124	0	0	**149**	2	2	27	103	19	0	**149**	1	5	0	161	25	0	**186**	0	5	0	0	0	0	**0**	0	6	**484**
2018-02-01 16:30:00	17	143	0	0	**160**	1	1	37	121	10	0	**168**	1	0	0	151	24	0	**175**	2	1	0	0	0	0	**0**	2	3	**503**
2018-02-01 16:45:00	32	130	0	0	**162**	2	4	38	141	29	0	**208**	0	2	0	150	17	0	**167**	5	3	0	0	0	0	**0**	0	2	**537**
2018-02-01 17:00:00	36	120	0	0	**156**	2	0	24	121	15	0	**160**	1	1	0	173	32	0	**205**	2	10	0	0	0	0	**0**	1	9	**521**
2018-02-01 17:15:00	35	144	0	0	**179**	1	1	35	97	26	0	**158**	2	7	0	146	34	1	**181**	0	14	0	0	0	0	**0**	0	10	**518**
2018-02-01 17:30:00	26	147	0	0	**173**	1	1	28	93	23	0	**144**	5	1	0	154	18	0	**172**	2	11	0	0	0	0	**0**	0	3	**489**
2018-02-01 17:45:00	24	105	0	0	**129**	2	3	33	89	12	0	**134**	4	1	0	127	23	0	**150**	0	7	0	0	0	0	**0**	0	5	**413**
2018-02-01 18:00:00	26	117	0	0	**143**	0	2	28	54	8	0	**90**	1	0	0	122	17	0	**139**	0	3	0	0	0	0	**0**	0	2	**372**
2018-02-01 18:15:00	13	89	0	0	**102**	2	0	32	64	2	0	**98**	1	1	0	125	9	0	**134**	2	6	0	0	0	0	**0**	2	1	**334**
2018-02-01 18:30:00	19	89	0	0	**108**	0	0	41	56	6	0	**103**	2	0	0	108	8	0	**116**	1	5	0	0	0	0	**0**	0	4	**327**
2018-02-01 18:45:00	15	73	0	0	**88**	1	0	31	70	3	0	**104**	1	0	0	126	10	0	**136**	2	1	0	0	0	0	**0**	0	2	**328**
Grand Total	1413	5178	1	1	**6593**	73	141	2244	4364	1020	1	**7629**	106	155	1	6949	1061	1	**8012**	127	185	0	0	0	0	**0**	87	178	**22234**
% Approach	21.4%	78.5%	0.0%	0.0%				29.4%	57.2%	13.4%	0.0%				0.0%	86.7%	13.2%	0.0%				0.0%	0.0%	0.0%	0.0%				
% Total	6.4%	23.3%	0.0%	0.0%	**29.7%**			10.1%	19.6%	4.6%	0.0%	**34.3%**			0.0%	31.3%	4.8%	0.0%	**36.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			
Lights and Motorcycles	1342	5089	1	1	**6433**			2213	4189	1007	1	**7410**			1	6775	1037	1	**7814**			0	0	0	0	**0**			**21657**
% Lights and Motorcycles	95.0%	98.3%	100.0%	100.0%	**97.6%**			98.6%	96.0%	98.7%	100.0%	**97.1%**			100.0%	97.5%	97.7%	100.0%	**97.5%**			0.0%	0.0%	0.0%	0.0%				**97.4%**
Heavy	70	85	0	0	**155**			30	172	13	0	**215**			0	167	24	0	**191**			0	0	0	0	**0**			**561**
% Heavy	5.0%	1.6%	0.0%	0.0%	**2.4%**			1.3%	3.9%	1.3%	0.0%	**2.8%**			0.0%	2.4%	2.3%	0.0%	**2.4%**			0.0%	0.0%	0.0%	0.0%				**2.5%**
Bicycles on Road	1	4	0	0	**5**			1	3	0	0	**4**			0	7	0	0	**7**			0	0	0	0	**0**			**16**
% Bicycles on Road	0.1%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%				**0.1%**
Pedestrians						73	141						106	155						127	185						87	178	
% Pedestrians						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%	
AM PEAK TOTAL	196	540	0	0	**736**	1	31	281	552	156	0	**989**	8	26	0	580	94	0	**674**	17	6	0	0	0	0	**0**	22	7	**2399**
% Approach	26.6%	73.4%	0.0%	0.0%				28.4%	55.8%	15.8%	0.0%				0.0%	86.1%	13.9%	0.0%				0.0%	0.0%	0.0%	0.0%				
% Total	8.2%	22.5%	0.0%	0.0%	**30.7%**			11.7%	23.0%	6.5%	0.0%	**41.2%**			0.0%	24.2%	3.9%	0.0%	**28.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			
PHF (7:30 AM - 8:30 AM)	0.925	0.931	0	0	**0.939**			0.805	0.912	0.684	0	**0.866**			0	0.872	0.712	0	**0.845**			0	0	0	0	**0**			**0.881**
Lights and Motorcycles	192	537	0	0	**729**			277	527	155	0	**959**			0	565	93	0	**658**			0	0	0	0	**0**			**2346**
% Lights and Motorcycles	98.0%	99.4%	0.0%	0.0%	**99.0%**			98.6%	95.5%	99.4%	0.0%	**97.0%**			0.0%	97.4%	98.9%	0.0%	**97.6%**			0.0%	0.0%	0.0%	0.0%				**97.8%**
Heavy	4	3	0	0	**7**			3	24	1	0	**28**			0	14	1	0	**15**			0	0	0	0	**0**			**50**
% Heavy	2.0%	0.6%	0.0%	0.0%	**1.0%**			1.1%	4.3%	0.6%	0.0%	**2.8%**			0.0%	2.4%	1.1%	0.0%	**2.2%**			0.0%	0.0%	0.0%	0.0%				**2.1%**
Bicycles on Road	0	0	0	0	**0**			1	1	0	0	**2**			0	1	0	0	**1**			0	0	0	0	**0**			**3**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.4%	0.2%	0.0%	0.0%	**0.2%**			0.0%	0.2%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%				**0.1%**
Pedestrians						1	31						8	26						17	6						22	7	
% Pedestrians						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%	
PM PEAK TOTAL	95	446	1	1	**543**	8	14	162	381	229	1	**773**	7	16	1	820	114	0	**935**	10	15	0	0	0	0	**0**	7	28	**2251**
% Approach	17.5%	82.1%	0.2%	0.2%				21.0%	49.3%	29.6%	0.1%				0.1%	87.7%	12.2%	0.0%				0.0%	0.0%	0.0%	0.0%				
% Total	4.2%	19.8%	0.0%	0.0%	**24.1%**			7.2%	16.9%	10.2%	0.0%	**34.3%**			0.0%	36.4%	5.1%	0.0%	**41.5%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			
PHF (2:15 PM - 3:15 PM)	0.819	0.959	0.25	0.25	**0.948**			0.862	0.72	0.923	0.25	**0.835**			0.25	0.869	0.648	0	**0.906**			0	0	0	0	**0**			**0.942**
Lights and Motorcycles	90	441	1	1	**533**			160	366	225	1	**752**			1	802	113	0	**916**			0	0	0	0	**0**			**2201**
% Lights and Motorcycles	94.7%	98.9%	100.0%	100.0%	**98.2%**			98.8%	96.1%	98.3%	100.0%	**97.3%**			100.0%	97.8%	99.1%	0.0%	**98.0%**			0.0%	0.0%	0.0%	0.0%				**97.8%**
Heavy	5	4	0	0	**9**			2	14	4	0	**20**			0	18	1	0	**19**			0	0	0	0	**0**			**48**
% Heavy	5.3%	0.9%	0.0%	0.0%	**1.7%**			1.2%	3.7%	1.7%	0.0%	**2.6%**			0.0%	2.2%	0.9%	0.0%	**2.0%**			0.0%	0.0%	0.0%	0.0%				**2.1%**
Bicycles on Road	0	1	0	0	**1**			0	1	0	0	**1**			0	0	0	0	**0**			0	0	0	0	**0**			**2**
% Bicycles on Road	0.0%	0.2%	0.0%	0.0%	**0.2%**			0.0%	0.3%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				**0.1%**
Pedestrians						8	14						7	16						10	15						7	28	
% Pedestrians						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%	

Study Name 1st St & Muhammad Ali

Leg	North								East								South								West							
Direction	Southbound								Westbound								Northbound								Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Int Total
2015-12-15 07:00:00	0	134	60	0	**194**	0	0		0	0	0	0	**0**	1	1		0	0	0	0	**0**	1	3		11	109	0	0	**120**	4	0		**314**
2015-12-15 07:15:00	0	154	77	0	**231**	0	1		0	0	0	0	**0**	1	2		0	0	0	0	**0**	1	5		21	127	0	0	**148**	0	1		**379**
2015-12-15 07:30:00	0	223	98	0	**321**	1	0		0	0	0	0	**0**	9	1		0	0	0	0	**0**	2	10		27	148	0	0	**175**	3	1		**496**
2015-12-15 07:45:00	0	280	84	0	**364**	14	11		0	0	0	0	**0**	29	14		0	0	0	0	**0**	8	25		28	134	0	0	**162**	7	15		**526**
2015-12-15 08:00:00	0	265	47	0	**312**	0	0		0	0	0	0	**0**	0	2		0	0	0	0	**0**	3	15		23	106	0	0	**129**	2	1		**441**
2015-12-15 08:15:00	0	233	35	0	**268**	0	1		0	0	0	0	**0**	3	0		0	0	0	0	**0**	0	0		23	108	0	0	**131**	0	2		**399**
2015-12-15 08:30:00	0	262	48	0	**310**	0	1		0	0	0	0	**0**	4	1		0	0	0	0	**0**	3	4		24	104	0	0	**128**	3	4		**438**
2015-12-15 08:45:00	0	266	48	0	**314**	0	0		0	0	0	0	**0**	2	3		0	0	0	0	**0**	1	6		22	91	0	0	**113**	3	2		**427**
2015-12-15 09:00:00	0	182	53	0	**235**	0	0		0	0	0	0	**0**	0	0		0	0	0	0	**0**	4	3		27	93	0	0	**120**	2	0		**355**
2015-12-15 09:15:00	0	139	48	0	**187**	0	2		0	0	0	0	**0**	0	2		0	0	0	0	**0**	2	1		26	107	0	0	**133**	4	2		**320**
2015-12-15 09:30:00	0	146	45	0	**191**	1	1		0	0	0	0	**0**	2	1		0	0	0	0	**0**	3	0		14	106	0	0	**120**	2	0		**311**
2015-12-15 09:45:00	0	151	52	0	**203**	1	1		0	0	0	0	**0**	0	2		0	0	0	0	**0**	1	1		24	115	0	0	**139**	3	4		**342**
2015-12-15 10:00:00	0	127	47	0	**174**	2	0		0	0	0	0	**0**	1	1		0	0	0	0	**0**	1	3		20	99	0	0	**119**	2	0		**293**
2015-12-15 10:15:00	0	115	53	0	**168**	0	0		0	0	0	0	**0**	0	1		0	0	0	0	**0**	3	0		16	105	0	0	**121**	1	2		**289**
2015-12-15 10:30:00	0	121	59	0	**180**	1	0		0	0	0	0	**0**	3	1		0	0	0	0	**0**	1	2		11	102	0	0	**113**	4	0		**293**
2015-12-15 10:45:00	0	136	76	0	**212**	0	3		0	0	0	0	**0**	1	3		0	0	0	0	**0**	3	4		15	105	0	0	**120**	0	2		**332**
2015-12-15 11:00:00	0	109	72	0	**181**	1	0		0	0	0	0	**0**	1	4		0	0	0	0	**0**	4	3		21	80	0	0	**101**	0	0		**282**
2015-12-15 11:15:00	0	139	80	0	**219**	1	3		0	0	0	0	**0**	1	2		0	0	0	0	**0**	1	0		17	90	0	0	**107**	2	2		**326**
2015-12-15 11:30:00	0	127	84	0	**211**	2	0		0	0	0	0	**0**	2	0		0	0	0	0	**0**	1	2		18	99	0	0	**117**	0	3		**328**
2015-12-15 11:45:00	0	135	74	0	**209**	0	1		0	0	0	0	**0**	1	2		0	0	0	0	**0**	2	1		20	91	0	0	**111**	1	1		**320**
2015-12-15 12:00:00	0	125	67	0	**192**	0	0		0	0	0	0	**0**	2	2		0	0	0	0	**0**	0	2		15	91	0	0	**106**	0	2		**298**
2015-12-15 12:15:00	0	131	75	0	**206**	0	2		0	0	0	0	**0**	3	5		0	0	0	0	**0**	4	2		17	112	0	0	**129**	0	5		**335**
2015-12-15 12:30:00	0	153	67	0	**220**	2	2		0	0	0	0	**0**	3	0		0	0	0	0	**0**	3	4		12	107	0	0	**119**	5	1		**339**
2015-12-15 12:45:00	0	156	81	0	**237**	0	0		0	0	0	0	**0**	3	1		0	0	0	0	**0**	5	0		17	86	0	0	**103**	3	1		**340**
2015-12-15 13:00:00	0	178	60	0	**238**	0	1		0	0	0	0	**0**	2	1		0	0	0	0	**0**	8	1		19	81	0	0	**100**	1	3		**338**
2015-12-15 13:15:00	0	139	64	0	**203**	3	0		0	0	0	0	**0**	1	2		0	0	0	0	**0**	10	0		26	105	0	0	**131**	7	1		**334**
2015-12-15 13:30:00	0	128	75	0	**203**	0	1		0	0	0	0	**0**	0	3		0	0	0	0	**0**	7	3		18	104	0	0	**122**	0	1		**325**
2015-12-15 13:45:00	0	130	86	0	**216**	0	0		0	0	0	0	**0**	2	5		0	0	0	0	**0**	1	4		15	96	0	0	**111**	0	2		**327**
2015-12-15 14:00:00	0	122	71	0	**193**	0	4		0	0	0	0	**0**	0	2		0	0	0	0	**0**	12	2		19	94	0	0	**113**	1	1		**306**
2015-12-15 14:15:00	0	137	106	0	**243**	1	0		0	0	0	0	**0**	3	2		0	0	0	0	**0**	1	3		18	86	0	0	**104**	1	4		**347**
2015-12-15 14:30:00	0	156	84	0	**240**	6	16		0	0	0	0	**0**	13	25		0	0	0	0	**0**	27	14		21	90	0	0	**111**	6	6		**351**
2015-12-15 14:45:00	0	188	76	0	**264**	3	7		0	0	0	0	**0**	4	16		0	0	0	0	**0**	59	7		19	109	0	0	**128**	34	4		**392**
2015-12-15 15:00:00	0	157	113	0	**270**	1	7		0	0	0	0	**0**	2	4		0	0	0	0	**0**	3	1		16	86	0	0	**102**	1	0		**372**
2015-12-15 15:15:00	0	162	93	0	**255**	0	1		0	0	0	0	**0**	2	0		0	0	0	0	**0**	5	5		15	75	0	0	**90**	1	2		**345**
2015-12-15 15:30:00	0	145	117	0	**262**	0	1		0	0	0	0	**0**	1	1		0	0	0	0	**0**	6	1		22	85	0	0	**107**	3	2		**369**
2015-12-15 15:45:00	0	183	115	0	**298**	1	1		0	0	0	0	**0**	3	0		0	0	0	0	**0**	6	4		7	87	0	0	**94**	6	3		**392**
2015-12-15 16:00:00	0	175	89	0	**264**	0	0		0	0	0	0	**0**	4	1		0	0	0	0	**0**	2	1		44	230	0	0	**274**	0	3		**538**
2015-12-15 16:15:00	0	159	105	0	**264**	0	0		0	0	0	0	**0**	4	1		0	0	0	0	**0**	3	1		33	145	0	0	**178**	1	1		**442**
2015-12-15 16:30:00	0	193	124	0	**317**	2	0		0	0	0	0	**0**	1	0		0	0	0	0	**0**	6	2		13	163	0	0	**176**	0	1		**493**
2015-12-15 16:45:00	0	186	95	0	**281**	1	0		0	0	0	0	**0**	0	2		0	0	0	0	**0**	2	0		23	201	0	0	**224**	6	2		**505**
2015-12-15 17:00:00	0	154	87	0	**241**	0	0		0	0	0	0	**0**	3	3		0	0	0	0	**0**	1	0		23	241	0	0	**264**	0	0		**505**
2015-12-15 17:15:00	0	148	68	0	**216**	0	0		0	0	0	0	**0**	3	0		0	0	0	0	**0**	0	2		20	177	0	0	**197**	0	1		**413**
2015-12-15 17:30:00	1	154	66	0	**221**	0	0		0	0	0	0	**0**	1	1		0	0	0	0	**0**	1	5		9	85	0	0	**94**	1	2		**315**
2015-12-15 17:45:00	0	116	81	0	**197**	0	0		0	0	0	0	**0**	2	0		0	0	0	0	**0**	1	1		10	77	0	0	**87**	2	0		**284**
2015-12-15 18:00:00	1	131	84	0	**216**	2	0		0	0	0	0	**0**	5	3		0	0	0	0	**0**	5	1		9	59	0	0	**68**	1	1		**284**
2015-12-15 18:15:00	0	108	65	0	**173**	5	0		0	0	0	0	**0**	8	1		0	0	0	0	**0**	1	0		15	82	0	0	**97**	0	0		**270**
2015-12-15 18:30:00	0	111	66	0	**177**	3	0		0	0	0	0	**0**	4	2		0	0	0	0	**0**	0	5		11	69	0	0	**80**	1	1		**257**
2015-12-15 18:45:00	0	112	73	0	**185**	1	0		0	0	0	0	**0**	3	1		0	0	0	0	**0**	0	8		7	46	0	0	**53**	0	0		**238**
Grand Total	2	7581	3593	0	**11176**	55	68		0	0	0	0	**0**	143	127		0	0	0	0	**0**	224	167		901	5188	0	0	**6089**	124	92		**17265**
% Approach	0.0%	67.8%	32.1%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					14.8%	85.2%	0.0%	0.0%					
% Total	0.0%	43.9%	20.8%	0.0%	**64.7%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				5.2%	30.0%	0.0%	0.0%	**35.3%**				
Lights and Motorcycles	2	7374	3527	0	**10903**				0	0	0	0	**0**				0	0	0	0	**0**				846	5025	0	0	**5871**				**16774**
% Lights and Motorcycles	100.0%	97.3%	98.2%	0.0%	**97.6%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					93.9%	96.9%	0.0%	0.0%	**96.4%**				**97.2%**
Heavy	0	198	66	0	**264**				0	0	0	0	**0**				0	0	0	0	**0**				54	161	0	0	**215**				**479**
% Heavy	0.0%	2.6%	1.8%	0.0%	**2.4%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					6.0%	3.1%	0.0%	0.0%	**3.5%**				**2.8%**
Bicycles on Road	0	9	0	0	**9**				0	0	0	0	**0**				0	0	0	0	**0**				1	2	0	0	**3**				**12**
% Bicycles on Road	0.0%	0.1%	0.0%	0.0%	**0.1%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					0.1%	0.0%	0.0%	0.0%	**0.0%**				**0.1%**
Pedestrians						55	68							143	127							224	167								124	92	
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%								100.0%	100.0%	
AM PEAK TOTAL	0	1001	264	0	**1265**	15	12		0	0	0	0	**0**	41	17		0	0	0	0	**0**	13	50		101	496	0	0	**597**	12	19		**1862**
% Approach	0.0%	79.1%	20.9%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					16.9%	83.1%	0.0%	0.0%					
% Total	0.0%	53.8%	14.2%	0.0%	**67.9%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				5.4%	26.6%	0.0%	0.0%	**32.1%**				
PHF (7:30 AM - 8:30 AM)	0	0.891	0.673	0	**0.867**				0	0	0	0	**0**				0	0	0	0	**0**				0.902	0.838	0	0	**0.853**				**0.884**
Lights and Motorcycles	0	976	261	0	**1237**				0	0	0	0	**0**				0	0	0	0	**0**				88	488	0	0	**576**				**1813**
% Lights and Motorcycles	0.0%	97.5%	98.9%	0.0%	**97.8%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					87.1%	98.4%	0.0%	0.0%	**96.5%**				**97.4%**
Heavy	0	22	3	0	**25**				0	0	0	0	**0**				0	0	0	0	**0**				13	8	0	0	**21**				**46**
% Heavy	0.0%	2.2%	1.1%	0.0%	**2.0%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					12.9%	1.6%	0.0%	0.0%	**3.5%**				**2.5%**
Bicycles on Road	0	3	0	0	**3**				0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				**3**
% Bicycles on Road	0.0%	0.3%	0.0%	0.0%	**0.2%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.2%**
Pedestrians						15	12							41	17							13	50								12	19	
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%								100.0%	100.0%	
PM PEAK TOTAL	0	713	413	0	**1126**	3	0		0	0	0	0	**0**	9	4		0	0	0	0	**0**	13	4		113	739	0	0	**852**	7	7		**1978**
% Approach	0.0%	63.3%	36.7%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					13.3%	86.7%	0.0%	0.0%					
% Total	0.0%	36.0%	20.9%	0.0%	**56.9%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				5.7%	37.4%	0.0%	0.0%	**43.1%**				
PHF (4 PM - 5 PM)	0	0.924	0.833	0	**0.888**				0	0	0	0	**0**				0	0	0	0	**0**				0.636	0.803	0	0	**0.776**				**0.919**
Lights and Motorcycles	0	700	406	0	**1106**				0	0	0	0	**0**				0	0	0	0	**0**				107	717	0	0	**824**				**1930**
% Lights and Motorcycles	0.0%	98.2%	98.3%	0.0%	**98.2%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					94.7%	97.0%	0.0%	0.0%	**96.7%**				**97.6%**
Heavy	0	13	7	0	**20**				0	0	0	0	**0**				0	0	0	0	**0**				5	22	0	0	**27**				**47**
% Heavy	0.0%	1.8%	1.7%	0.0%	**1.8%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					4.4%	3.0%	0.0%	0.0%	**3.2%**				**2.4%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				1	0	0	0	**1**				**1**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					0.9%	0.0%	0.0%	0.0%	**0.1%**				**0.1%**
Pedestrians						3	0							9	4							13	4								7	7	
% Pedestrians						100.0%	0.0%							100.0%	100.0%							100.0%	100.0%								100.0%	100.0%	

Study Name: Muhammad Ali & Preston St

Leg	Preston St								Muhammad Ali								Preston St								Muhammad Ali							
Direction	Southbound								Westbound								Northbound								Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Int Total
2019-05-30 07:00:00	100	80	0	0	**180**	0	1	0	90	14	0	**104**	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0	1	**284**
2019-05-30 07:15:00	168	111	0	0	**279**	0	0	0	106	26	0	**132**	4	0	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**0**	0	0	**411**
2019-05-30 07:30:00	181	107	0	0	**288**	0	0	0	138	28	0	**166**	9	1	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	0	0	**454**
2019-05-30 07:45:00	151	146	0	0	**297**	0	0	0	119	27	0	**146**	3	3	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**0**	0	0	**443**
2019-05-30 08:00:00	121	121	0	0	**242**	0	0	0	111	24	0	**135**	7	1	0	0	0	0	0	**0**	5	2	0	0	0	0	0	**0**	0	1	**377**
2019-05-30 08:15:00	119	128	0	0	**247**	0	0	0	92	22	0	**114**	9	2	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**0**	0	0	**361**
2019-05-30 08:30:00	106	110	0	0	**216**	0	0	0	98	34	0	**132**	17	0	0	0	0	0	0	**0**	11	0	0	1	0	0	0	**1**	0	1	**349**
2019-05-30 08:45:00	135	123	0	0	**258**	1	0	0	100	28	0	**128**	9	0	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**0**	0	0	**386**
2019-05-30 09:00:00	109	103	0	0	**212**	0	0	0	115	38	0	**153**	6	1	0	0	0	0	0	**0**	11	2	0	0	0	0	0	**0**	0	0	**365**
2019-05-30 09:15:00	107	84	0	0	**191**	2	0	0	95	25	0	**120**	1	0	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**0**	1	0	**311**
2019-05-30 09:30:00	106	86	0	0	**192**	0	0	0	95	31	0	**126**	8	1	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**0**	0	0	**318**
2019-05-30 09:45:00	105	91	0	0	**196**	0	1	0	76	43	0	**119**	3	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**0**	0	0	**315**
2019-05-30 10:00:00	109	61	0	0	**170**	0	0	0	108	43	0	**151**	8	2	0	0	0	0	0	**0**	5	2	0	0	0	0	0	**0**	0	0	**321**
2019-05-30 10:15:00	112	63	0	0	**175**	0	1	0	126	33	0	**159**	9	2	0	0	0	0	0	**0**	6	2	0	0	0	0	0	**0**	0	1	**334**
2019-05-30 10:30:00	114	64	0	0	**178**	0	0	0	104	44	0	**148**	5	3	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**0**	0	0	**326**
2019-05-30 10:45:00	121	74	0	0	**195**	0	0	0	126	34	0	**160**	11	4	0	0	0	0	0	**0**	8	1	0	0	0	0	0	**0**	0	0	**355**
2019-05-30 11:00:00	121	65	0	0	**186**	0	0	0	128	27	0	**155**	2	4	0	0	0	0	0	**0**	4	6	0	0	0	0	0	**0**	0	0	**341**
2019-05-30 11:15:00	136	67	0	0	**203**	0	0	0	146	32	0	**178**	5	6	0	0	0	0	0	**0**	6	8	0	0	0	0	0	**0**	0	0	**381**
2019-05-30 11:30:00	142	78	0	0	**220**	0	2	0	126	32	0	**158**	4	8	0	0	0	0	0	**0**	5	2	0	0	0	0	0	**0**	0	0	**378**
2019-05-30 11:45:00	126	66	0	0	**192**	0	0	0	143	28	0	**171**	3	5	0	0	0	0	0	**0**	2	2	0	0	0	0	0	**0**	0	0	**363**
2019-05-30 12:00:00	149	70	0	0	**219**	0	0	0	155	30	0	**185**	5	5	0	0	0	0	0	**0**	3	6	0	0	0	0	0	**0**	0	0	**404**
2019-05-30 12:15:00	155	68	0	0	**223**	0	0	0	138	43	0	**181**	2	9	0	1	0	0	0	**1**	5	4	0	0	0	0	0	**0**	0	0	**405**
2019-05-30 12:30:00	127	76	0	0	**203**	1	0	0	146	42	0	**188**	2	6	0	0	0	0	0	**0**	2	5	0	0	0	0	0	**0**	0	0	**391**
2019-05-30 12:45:00	143	79	0	0	**222**	0	0	0	137	63	0	**200**	3	4	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**0**	0	0	**422**
2019-05-30 13:00:00	168	76	0	0	**244**	0	2	0	119	35	0	**154**	3	5	0	0	0	0	0	**0**	6	2	0	0	0	0	0	**0**	0	2	**398**
2019-05-30 13:15:00	167	68	0	0	**235**	0	0	0	110	34	0	**144**	8	4	0	0	0	0	0	**0**	7	6	0	0	0	0	0	**0**	0	0	**379**
2019-05-30 13:30:00	163	87	0	0	**250**	0	0	0	135	44	0	**179**	6	1	0	0	0	0	0	**0**	8	5	0	0	0	0	0	**0**	0	0	**429**
2019-05-30 13:45:00	133	63	0	0	**196**	3	0	0	131	31	0	**162**	5	3	0	0	0	0	0	**0**	7	6	0	0	0	0	0	**0**	0	0	**358**
2019-05-30 14:00:00	182	60	0	0	**242**	1	0	0	142	38	0	**180**	1	6	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	1	0	**422**
2019-05-30 14:15:00	183	64	0	0	**247**	0	0	0	179	36	0	**215**	2	8	0	0	0	0	0	**0**	0	2	0	0	0	0	0	**0**	0	0	**462**
2019-05-30 14:30:00	176	80	0	0	**256**	0	0	0	187	36	0	**223**	5	4	0	0	0	0	0	**0**	5	3	0	0	0	0	0	**0**	0	0	**479**
2019-05-30 14:45:00	263	74	0	0	**337**	0	0	0	164	45	0	**209**	13	0	0	0	0	0	0	**0**	3	3	0	0	0	0	0	**0**	0	0	**546**
2019-05-30 15:00:00	269	60	0	0	**329**	0	0	0	194	42	0	**236**	6	7	0	0	0	0	0	**0**	8	5	0	0	0	0	0	**0**	0	2	**565**
2019-05-30 15:15:00	230	66	0	0	**296**	0	0	0	187	43	0	**230**	7	5	0	0	0	0	0	**0**	10	2	0	0	0	0	0	**0**	0	0	**526**
2019-05-30 15:30:00	298	56	0	0	**354**	0	0	0	259	33	0	**292**	5	6	0	0	0	0	0	**0**	3	3	0	0	0	0	0	**0**	0	0	**646**
2019-05-30 15:45:00	288	86	0	0	**374**	1	1	0	254	31	0	**285**	3	6	0	0	0	0	0	**0**	4	7	0	0	0	0	0	**0**	0	0	**659**
2019-05-30 16:00:00	342	95	0	0	**437**	0	0	0	255	37	0	**292**	6	12	0	0	0	0	0	**0**	1	2	0	0	0	0	0	**0**	0	0	**729**
2019-05-30 16:15:00	333	92	0	0	**425**	3	0	0	229	45	0	**274**	3	5	0	0	0	0	0	**0**	1	7	0	0	0	0	0	**0**	2	0	**699**
2019-05-30 16:30:00	361	100	0	0	**461**	0	0	0	244	45	0	**289**	5	17	0	0	0	0	0	**0**	3	9	0	0	0	0	0	**0**	0	0	**750**
2019-05-30 16:45:00	362	94	0	0	**456**	1	0	0	222	27	0	**249**	1	9	0	0	0	0	0	**0**	1	9	0	0	0	0	0	**0**	0	0	**705**
2019-05-30 17:00:00	358	109	0	0	**467**	1	0	0	217	30	0	**247**	9	1	0	0	0	0	0	**0**	7	8	0	0	0	0	0	**0**	1	0	**714**
2019-05-30 17:15:00	354	87	0	0	**441**	1	0	0	202	31	0	**233**	6	6	0	0	0	0	0	**0**	4	7	0	0	0	0	0	**0**	0	0	**674**
2019-05-30 17:30:00	298	72	0	0	**370**	0	0	0	179	25	0	**204**	6	1	0	0	0	0	0	**0**	4	5	0	0	0	0	0	**0**	0	0	**574**
2019-05-30 17:45:00	259	85	0	0	**344**	0	0	1	128	19	0	**148**	13	12	0	0	0	0	0	**0**	0	9	0	0	0	0	0	**0**	0	0	**492**
2019-05-30 18:00:00	218	71	0	0	**289**	0	1	0	146	18	0	**164**	1	8	1	0	0	0	1	**1**	2	2	0	0	0	0	0	**0**	0	0	**454**
2019-05-30 18:15:00	199	64	0	0	**263**	2	1	0	125	8	0	**133**	2	6	0	0	0	0	0	**0**	0	3	0	0	0	1	0	**1**	2	1	**397**
2019-05-30 18:30:00	175	61	0	0	**236**	0	0	0	138	6	0	**144**	3	1	0	0	0	0	0	**0**	3	2	0	0	0	0	0	**0**	0	1	**380**
2019-05-30 18:45:00	134	66	0	0	**200**	2	0	1	105	16	0	**122**	4	2	0	0	0	0	0	**0**	2	2	0	0	0	0	0	**0**	0	0	**322**
Grand Total	8976	3957	0	0	**12933**	19	10	2	7069	1546	0	**8617**	258	202	1	1	0	0	2	**207**	159	0	1	1	0	**2**	7	10	**21554**
% Approach	69.4%	30.6%	0.0%	0.0%				0.0%	82.0%	17.9%	0.0%				50.0%	50.0%	0.0%	0.0%				0.0%	50.0%	50.0%	0.0%					
% Total	41.6%	18.4%	0.0%	0.0%	**60.0%**			0.0%	32.8%	7.2%	0.0%	**40.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**				
Lights and Motorcycles	8689	3824	0	0	**12513**			2	6841	1458	0	**8301**			0	0	0	0	**0**			0	0	0	0	**0**				**20814**
% Lights and Motorcycles	96.8%	96.6%	0.0%	0.0%	**96.8%**			100.0%	96.8%	94.3%	0.0%	**96.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**				**96.6%**
Heavy	286	129	0	0	**415**			0	221	87	0	**308**			0	0	0	0	**0**			0	0	0	0	**0**				**723**
% Heavy	3.2%	3.3%	0.0%	0.0%	**3.2%**			0.0%	3.1%	5.6%	0.0%	**3.6%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**				**3.4%**
Bicycles on Road	1	4	0	0	**5**			0	7	1	0	**8**			1	1	0	0	**2**			0	1	1	0	**2**				**17**
% Bicycles on Road	0.0%	0.1%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.1%	0.0%	**0.1%**			100.0%	100.0%	0.0%	0.0%	**100.0%**			0.0%	100.0%	100.0%	0.0%	**100.0%**				**0.1%**
Pedestrians						19	10						258	202							207	159							7	10		
% Pedestrians						100.0%	100.0%						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
AM PEAK TOTAL	621	485	0	0	**1106**	0	0	0	474	105	0	**579**	23	5	0	0	0	0	0	**0**	10	4	0	0	0	0	0	**0**	0	1	**1685**
% Approach	56.1%	43.9%	0.0%	0.0%				0.0%	81.9%	18.1%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Total	36.9%	28.8%	0.0%	0.0%	**65.6%**			0.0%	28.1%	6.2%	0.0%	**34.4%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**				
PHF (7:15 AM - 8:15 AM)	0.858	0.83	0	0	**0.931**			0	0.855	0.938	0	**0.869**			0	0	0	0	**0**			0	0	0	0	**0**				**0.927**
Lights and Motorcycles	600	475	0	0	**1075**			0	449	95	0	**544**			0	0	0	0	**0**			0	0	0	0	**0**				**1619**
% Lights and Motorcycles	96.6%	97.9%	0.0%	0.0%	**97.2%**			0.0%	94.7%	90.5%	0.0%	**94.0%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					**96.1%**
Heavy	21	10	0	0	**31**			0	23	10	0	**33**			0	0	0	0	**0**			0	0	0	0	**0**				**64**
% Heavy	3.4%	2.1%	0.0%	0.0%	**2.8%**			0.0%	4.9%	9.5%	0.0%	**5.7%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					**3.8%**
Bicycles on Road	0	0	0	0	**0**			0	2	0	0	**2**			0	0	0	0	**0**			0	0	0	0	**0**				**2**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.4%	0.0%	0.0%	**0.3%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					**0.1%**
Pedestrians						0	0						23	5							10	4							0	1		
% Pedestrians						0.0%	0.0%						100.0%	100.0%							100.0%	100.0%							0.0%	100.0%		
PM PEAK TOTAL	1398	381	0	0	**1779**	4	0	0	950	154	0	**1104**	15	43	0	0	0	0	0	**0**	6	27	0	0	0	0	0	**0**	2	0	**2883**
% Approach	78.6%	21.4%	0.0%	0.0%				0.0%	86.1%	13.9%	0.0%				0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					
% Total	48.5%	13.2%	0.0%	0.0%	**61.7%**			0.0%	33.0%	5.3%	0.0%	**38.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**				
PHF (4 PM - 5 PM)	0.965	0.953	0	0	**0.965**			0	0.934	0.856	0	**0.948**			0	0	0	0	**0**			0	0	0	0	**0**				**0.961**
Lights and Motorcycles	1373	368	0	0	**1741**			0	936	147	0	**1083**			0	0	0	0	**0**			0	0	0	0	**0**				**2824**
% Lights and Motorcycles	98.2%	96.6%	0.0%	0.0%	**97.9%**			0.0%	98.5%	95.5%	0.0%	**98.1%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					**98.0%**
Heavy	25	13	0	0	**38**			0	13	7	0	**20**			0	0	0	0	**0**			0	0	0	0	**0**				**58**
% Heavy	1.8%	3.4%	0.0%	0.0%	**2.1%**			0.0%	1.4%	4.5%	0.0%	**1.8%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					**2.0%**
Bicycles on Road	0	0	0	0	**0**			0	1	0	0	**1**			0	0	0	0	**0**			0	0	0	0	**0**				**1**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.0%	0.0%	**0.1%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%					**0.0%**
Pedestrians						4	0						15	43							6	27							2	0		
% Pedestrians						100.0%	0.0%						100.0%	100.0%							100.0%	100.0%							100.0%	0.0%		

Study Name 1st St & Liberty St

Leg	North								East								South								West							
Direction	Southbound								Westbound								Northbound								Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC	Int Total
2015-07-01 07:00:00	0	165	37	0	**202**	1	0		0	0	0	0	**0**	2	1		0	0	0	0	**0**	1	3		35	29	0	0	**64**	0	4	**266**
2015-07-01 07:15:00	0	166	31	0	**197**	2	1		0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		38	55	0	0	**93**	0	1	**290**
2015-07-01 07:30:00	0	206	48	0	**254**	1	0		0	0	0	0	**0**	1	0		0	0	0	0	**0**	0	0		41	64	0	0	**105**	1	2	**359**
2015-07-01 07:45:00	0	199	46	0	**245**	1	0		0	0	0	0	**0**	2	3		0	0	0	0	**0**	0	3		47	70	0	0	**117**	0	4	**362**
2015-07-01 08:00:00	0	197	39	0	**236**	0	1		0	0	0	0	**0**	0	1		0	0	0	0	**0**	0	5		42	62	0	0	**104**	0	8	**340**
2015-07-01 08:15:00	0	150	28	0	**178**	0	0		0	0	0	0	**0**	0	1		0	0	0	0	**0**	0	1		34	47	0	0	**81**	0	2	**259**
2015-07-01 08:30:00	0	191	35	0	**226**	1	2		0	0	0	0	**0**	1	0		0	0	0	0	**0**	4	0		37	45	0	0	**82**	2	0	**308**
2015-07-01 08:45:00	0	168	36	0	**204**	1	0		0	0	0	0	**0**	1	1		0	0	0	0	**0**	2	1		30	51	0	0	**81**	1	3	**285**
2015-07-01 09:00:00	0	102	14	0	**116**	1	1		0	0	0	0	**0**	2	0		0	0	0	0	**0**	4	0		53	53	0	0	**106**	2	5	**222**
2015-07-01 09:15:00	0	131	24	0	**155**	2	0		0	0	0	0	**0**	1	3		0	0	0	0	**0**	0	2		51	58	0	0	**109**	0	0	**264**
2015-07-01 09:30:00	0	132	30	0	**162**	0	3		0	0	0	0	**0**	2	0		0	0	0	0	**0**	2	2		60	63	0	0	**123**	8	5	**285**
2015-07-01 09:45:00	0	151	25	0	**176**	2	1		0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		61	80	0	0	**141**	3	2	**317**
2015-07-01 10:00:00	0	168	26	0	**194**	0	0		0	0	0	0	**0**	2	1		0	0	0	0	**0**	0	1		45	59	0	0	**104**	2	1	**298**
2015-07-01 10:15:00	0	157	20	0	**177**	0	1		0	0	0	0	**0**	1	0		0	0	0	0	**0**	1	0		39	60	0	0	**99**	2	3	**276**
2015-07-01 10:30:00	0	144	22	0	**166**	3	0		0	0	0	0	**0**	2	0		0	0	0	0	**0**	0	0		37	57	0	0	**94**	0	0	**260**
2015-07-01 10:45:00	0	183	30	0	**213**	1	0		0	0	0	0	**0**	2	1		0	0	0	0	**0**	1	0		40	60	0	0	**100**	0	2	**313**
2015-07-01 11:00:00	0	165	32	0	**197**	1	3		0	0	0	0	**0**	1	0		0	0	0	0	**0**	0	1		39	66	0	0	**105**	1	4	**302**
2015-07-01 11:15:00	0	157	18	0	**175**	2	2		0	0	0	0	**0**	0	1		0	0	0	0	**0**	1	2		71	69	0	0	**140**	1	3	**315**
2015-07-01 11:30:00	0	150	27	0	**177**	0	0		0	0	0	0	**0**	0	2		0	0	0	0	**0**	0	3		42	60	0	0	**102**	0	5	**279**
2015-07-01 11:45:00	0	167	19	0	**186**	0	0		0	0	0	0	**0**	1	0		0	0	0	0	**0**	4	4		49	75	0	0	**124**	1	0	**310**
2015-07-01 12:00:00	0	181	20	0	**201**	0	0		0	0	0	0	**0**	0	1		0	0	0	0	**0**	1	2		52	78	0	0	**130**	4	2	**331**
2015-07-01 12:15:00	0	156	29	0	**185**	1	0		0	0	0	0	**0**	2	1		0	0	0	0	**0**	1	2		54	89	0	0	**143**	2	2	**328**
2015-07-01 12:30:00	0	158	32	0	**190**	4	0		0	0	0	0	**0**	1	0		0	0	0	0	**0**	2	5		53	72	0	0	**125**	3	2	**315**
2015-07-01 12:45:00	0	171	26	0	**197**	2	4		0	0	0	0	**0**	7	1		0	0	0	0	**0**	1	6		64	64	0	0	**128**	10	3	**325**
2015-07-01 13:00:00	0	164	28	0	**192**	1	0		0	0	0	0	**0**	0	0		0	0	0	0	**0**	1	3		58	63	0	0	**121**	0	4	**313**
2015-07-01 13:15:00	0	147	33	0	**180**	0	0		0	0	0	0	**0**	3	0		0	0	0	0	**0**	0	0		36	60	0	0	**96**	5	5	**276**
2015-07-01 13:30:00	0	166	14	0	**180**	1	2		0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	1		41	69	0	0	**110**	5	1	**290**
2015-07-01 13:45:00	0	164	18	0	**182**	1	4		0	0	0	0	**0**	1	1		0	0	0	0	**0**	0	1		49	72	0	0	**121**	0	6	**303**
2015-07-01 14:00:00	0	161	19	0	**180**	1	0		0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		47	73	0	0	**120**	2	0	**300**
2015-07-01 14:15:00	0	168	27	0	**195**	1	0		0	0	0	0	**0**	1	1		0	0	0	0	**0**	0	0		63	79	0	0	**142**	1	1	**337**
2015-07-01 14:30:00	0	180	24	0	**204**	0	3		0	0	0	0	**0**	2	1		0	0	0	0	**0**	0	0		58	62	0	0	**120**	3	1	**324**
2015-07-01 14:45:00	0	202	25	0	**227**	1	1		0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		72	76	0	0	**148**	0	1	**375**
2015-07-01 15:00:00	0	236	21	0	**257**	0	1		0	0	0	0	**0**	0	0		0	0	0	0	**0**	2	0		59	95	0	0	**154**	1	0	**411**
2015-07-01 15:15:00	0	232	12	0	**244**	2	0		0	0	0	0	**0**	1	0		0	0	0	0	**0**	0	0		81	98	0	0	**179**	0	0	**423**
2015-07-01 15:30:00	0	226	15	0	**241**	0	0		0	0	0	0	**0**	0	1		0	0	0	0	**0**	0	1		79	86	0	0	**165**	1	1	**406**
2015-07-01 15:45:00	0	231	13	0	**244**	0	0		0	0	0	0	**0**	1	0		0	0	0	0	**0**	0	0		64	84	0	0	**148**	1	2	**392**
2015-07-01 16:00:00	0	265	18	0	**283**	2	5		0	0	0	0	**0**	1	3		0	0	0	0	**0**	0	2		106	107	0	0	**213**	1	6	**496**
2015-07-01 16:15:00	0	222	19	0	**241**	0	0		0	0	0	0	**0**	2	0		0	0	0	0	**0**	0	1		90	110	0	0	**200**	2	4	**441**
2015-07-01 16:30:00	0	263	14	0	**277**	2	1		0	0	0	0	**0**	4	6		0	0	0	0	**0**	0	0		123	124	0	0	**247**	5	0	**524**
2015-07-01 16:45:00	0	307	20	0	**327**	2	2		0	0	0	0	**0**	5	1		0	0	0	0	**0**	2	0		111	141	0	0	**252**	4	1	**579**
2015-07-01 17:00:00	0	260	17	0	**277**	1	5		0	0	0	0	**0**	1	1		0	0	0	0	**0**	0	2		141	144	0	0	**285**	3	0	**562**
2015-07-01 17:15:00	0	266	17	0	**283**	1	3		0	0	0	0	**0**	5	1		0	0	0	0	**0**	0	1		148	134	0	0	**282**	0	1	**565**
2015-07-01 17:30:00	0	214	22	0	**236**	3	0		0	0	0	0	**0**	4	0		0	0	0	0	**0**	1	0		121	113	0	0	**234**	2	1	**470**
2015-07-01 17:45:00	0	212	19	0	**231**	1	0		0	0	0	0	**0**	1	0		0	0	0	0	**0**	0	0		47	94	0	0	**141**	2	0	**372**
2015-07-01 18:00:00	0	177	21	0	**198**	0	0		0	0	0	0	**0**	3	0		0	0	0	0	**0**	1	0		49	97	0	0	**146**	0	3	**344**
2015-07-01 18:15:00	0	165	17	0	**182**	0	0		0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		64	101	0	0	**165**	2	1	**347**
2015-07-01 18:30:00	0	146	18	0	**164**	0	1		0	0	0	0	**0**	1	0		0	0	0	0	**0**	0	0		46	80	0	0	**126**	0	0	**290**
2015-07-01 18:45:00	0	114	21	0	**135**	2	0		0	0	0	0	**0**	1	1		0	0	0	0	**0**	0	2		34	73	0	0	**107**	0	3	**242**
Grand Total	0	8803	1166	0	**9969**	48	47		0	0	0	0	**0**	68	35		0	0	0	0	**0**	32	57		2901	3721	0	0	**6622**	83	105	**16591**
% Approach	0.0%	88.3%	11.7%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					43.8%	56.2%	0.0%	0.0%				
% Total	0.0%	53.1%	7.0%	0.0%	**60.1%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				17.5%	22.4%	0.0%	0.0%	**39.9%**			
Lights and Motorcycles	0	8372	1125	0	**9497**				0	0	0	0	**0**				0	0	0	0	**0**				2797	3577	0	0	**6374**			**15871**
% Lights and Motorcycles	0.0%	95.1%	96.5%	0.0%	**95.3%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					96.4%	96.1%	0.0%	0.0%	**96.3%**			**95.7%**
Heavy	0	421	41	0	**462**				0	0	0	0	**0**				0	0	0	0	**0**				103	134	0	0	**237**			**699**
% Heavy	0.0%	4.8%	3.5%	0.0%	**4.6%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					3.6%	3.6%	0.0%	0.0%	**3.6%**			**4.2%**
Bicycles on Road	0	10	0	0	**10**				0	0	0	0	**0**				0	0	0	0	**0**				1	10	0	0	**11**			**21**
% Bicycles on Road	0.0%	0.1%	0.0%	0.0%	**0.1%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.3%	0.0%	0.0%	**0.2%**			**0.1%**
Pedestrians						48	47							68	35							32	57								83	105	
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%								100.0%	100.0%	
AM PEAK TOTAL	0	768	164	0	**932**	4	2		0	0	0	0	**0**	3	4		0	0	0	0	**0**	0	8		168	251	0	0	**419**	1	15	**1351**
% Approach	0.0%	82.4%	17.6%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					40.1%	59.9%	0.0%	0.0%				
% Total	0.0%	56.8%	12.1%	0.0%	**69.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				12.4%	18.6%	0.0%	0.0%	**31.0%**			
PHF (7:15 AM - 8:15 AM)	0	0.934	0.854	0	**0.919**				0	0	0	0	**0**				0	0	0	0	**0**				0.894	0.896	0	0	**0.895**			**0.934**
Lights and Motorcycles	0	712	161	0	**873**				0	0	0	0	**0**				0	0	0	0	**0**				162	242	0	0	**404**			**1277**
% Lights and Motorcycles	0.0%	92.7%	98.2%	0.0%	**93.7%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					96.4%	96.4%	0.0%	0.0%	**96.4%**			**94.5%**
Heavy	0	54	3	0	**57**				0	0	0	0	**0**				0	0	0	0	**0**				6	9	0	0	**15**			**72**
% Heavy	0.0%	7.0%	1.8%	0.0%	**6.1%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					3.6%	3.6%	0.0%	0.0%	**3.6%**			**5.3%**
Bicycles on Road	0	2	0	0	**2**				0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**			**2**
% Bicycles on Road	0.0%	0.3%	0.0%	0.0%	**0.2%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.1%**
Pedestrians						4	2							3	4							0	8								1	15	
% Pedestrians						100.0%	100.0%							100.0%	100.0%							0.0%	100.0%								100.0%	100.0%	
PM PEAK TOTAL	0	1096	68	0	**1164**	6	11		0	0	0	0	**0**	15	9		0	0	0	0	**0**	2	3		523	543	0	0	**1066**	12	2	**2230**
% Approach	0.0%	94.2%	5.8%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					49.1%	50.9%	0.0%	0.0%				
% Total	0.0%	49.1%	3.0%	0.0%	**52.2%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				23.5%	24.3%	0.0%	0.0%	**47.8%**			
PHF (4:30 PM - 5:30 PM)	0	0.891	0.85	0	**0.888**				0	0	0	0	**0**				0	0	0	0	**0**				0.883	0.943	0	0	**0.935**			**0.962**
Lights and Motorcycles	0	1070	57	0	**1127**				0	0	0	0	**0**				0	0	0	0	**0**				516	532	0	0	**1048**			**2175**
% Lights and Motorcycles	0.0%	97.6%	83.8%	0.0%	**96.8%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					98.7%	98.0%	0.0%	0.0%	**98.3%**			**97.5%**
Heavy	0	24	11	0	**35**				0	0	0	0	**0**				0	0	0	0	**0**				7	11	0	0	**18**			**53**
% Heavy	0.0%	2.2%	16.2%	0.0%	**3.0%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					1.3%	2.0%	0.0%	0.0%	**1.7%**			**2.4%**
Bicycles on Road	0	2	0	0	**2**				0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**			**2**
% Bicycles on Road	0.0%	0.2%	0.0%	0.0%	**0.2%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.1%**
Pedestrians						6	11							15	9							2	3								12	2	
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%								100.0%	100.0%	

Study Name: Brook St & Liberty St

Leg	North								East								South								West							
Direction	Southbound								Westbound								Northbound								Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Int Total
2016-04-26 07:00:00	0	0	0	0	**0**	0	1		0	0	0	0	**0**	0	0		45	147	0	0	**192**	0	0		0	127	8	0	**135**	0	1		**327**
2016-04-26 07:15:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		55	182	0	0	**237**	0	0		0	154	4	0	**158**	0	0		**395**
2016-04-26 07:30:00	0	0	0	0	**0**	1	0		0	0	0	0	**0**	0	0		74	219	0	0	**293**	0	0		0	148	11	0	**159**	1	2		**452**
2016-04-26 07:45:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		74	215	0	0	**289**	0	0		0	117	10	0	**127**	0	0		**416**
2016-04-26 08:00:00	0	0	0	0	**0**	1	0		0	0	0	0	**0**	2	0		47	187	0	0	**234**	1	0		0	120	10	0	**130**	1	0		**364**
2016-04-26 08:15:00	0	0	0	0	**0**	0	1		0	0	0	0	**0**	0	0		41	228	0	0	**269**	0	0		0	123	10	0	**133**	0	1		**402**
2016-04-26 08:30:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		58	201	0	0	**259**	0	0		0	118	16	0	**134**	0	0		**393**
2016-04-26 08:45:00	0	0	0	0	**0**	0	2		0	0	0	0	**0**	0	0		57	227	0	0	**284**	0	0		0	133	5	0	**138**	2	1		**422**
2016-04-26 09:00:00	0	0	0	0	**0**	0	1		0	0	0	0	**0**	0	0		48	149	0	0	**197**	2	0		0	93	6	0	**99**	1	0		**296**
2016-04-26 09:15:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		36	113	0	0	**149**	0	0		0	116	12	0	**128**	1	0		**277**
2016-04-26 09:30:00	0	0	0	0	**0**	1	0		0	0	0	0	**0**	0	0		61	119	0	0	**180**	0	1		0	101	5	0	**106**	1	0		**286**
2016-04-26 09:45:00	0	0	0	0	**0**	1	0		0	0	0	0	**0**	0	0		42	97	0	0	**139**	0	0		0	114	10	0	**124**	0	1		**263**
2016-04-26 10:00:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		43	100	0	0	**143**	0	0		0	102	4	0	**106**	0	0		**249**
2016-04-26 10:15:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		54	99	0	0	**153**	0	0		0	86	7	0	**93**	1	2		**246**
2016-04-26 10:30:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		54	83	0	0	**137**	0	0		0	110	12	0	**122**	0	0		**259**
2016-04-26 10:45:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		53	62	0	0	**115**	0	0		0	94	9	0	**103**	0	0		**218**
2016-04-26 11:00:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		54	84	0	0	**138**	0	0		0	102	13	0	**115**	2	0		**253**
2016-04-26 11:15:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		61	90	0	0	**151**	0	0		0	105	6	0	**111**	0	0		**262**
2016-04-26 11:30:00	0	0	0	0	**0**	0	1		0	0	0	0	**0**	0	0		73	89	0	0	**162**	0	0		0	114	9	0	**123**	0	3		**285**
2016-04-26 11:45:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		56	104	0	0	**160**	0	0		0	128	12	0	**140**	1	2		**300**
2016-04-26 12:00:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		76	106	0	0	**182**	1	0		0	131	9	0	**140**	0	0		**322**
2016-04-26 12:15:00	0	0	0	0	**0**	1	2		0	0	0	0	**0**	0	0		44	95	0	0	**139**	2	0		0	117	11	0	**128**	1	2		**267**
2016-04-26 12:30:00	0	0	0	0	**0**	2	0		0	0	0	0	**0**	0	0		71	101	0	0	**172**	1	0		0	91	11	0	**102**	2	3		**274**
2016-04-26 12:45:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		65	80	0	0	**145**	1	0		0	113	12	0	**125**	0	0		**270**
2016-04-26 13:00:00	0	0	0	0	**0**	2	0		1	0	0	0	**1**	0	0		78	113	0	0	**191**	0	0		0	122	8	0	**130**	2	3		**322**
2016-04-26 13:15:00	0	0	0	0	**0**	1	0		0	0	0	0	**0**	0	1		60	77	0	0	**137**	0	0		0	129	12	0	**141**	0	0		**278**
2016-04-26 13:30:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		63	96	0	0	**159**	0	0		0	127	8	0	**135**	1	3		**294**
2016-04-26 13:45:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		72	97	0	0	**169**	0	0		0	115	12	0	**127**	0	1		**296**
2016-04-26 14:00:00	0	0	0	0	**0**	0	1		0	0	0	0	**0**	0	0		71	77	0	0	**148**	0	0		0	135	10	0	**145**	0	1		**293**
2016-04-26 14:15:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		70	99	0	0	**169**	0	0		0	106	14	0	**120**	1	0		**289**
2016-04-26 14:30:00	0	0	0	0	**0**	2	0		0	0	0	0	**0**	0	0		102	88	0	0	**190**	0	0		0	104	19	0	**123**	0	0		**313**
2016-04-26 14:45:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	1		117	110	0	0	**227**	0	0		0	120	11	0	**131**	1	1		**358**
2016-04-26 15:00:00	0	0	0	0	**0**	0	2		0	0	0	0	**0**	0	0		117	97	0	0	**214**	1	0		0	111	13	0	**124**	1	3		**338**
2016-04-26 15:15:00	0	0	0	0	**0**	1	0		0	0	0	0	**0**	0	0		95	99	0	0	**194**	0	0		0	118	14	0	**132**	0	0		**326**
2016-04-26 15:30:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		118	107	0	0	**225**	0	0		0	133	15	0	**148**	0	0		**373**
2016-04-26 15:45:00	0	0	0	0	**0**	2	0		0	0	0	0	**0**	0	0		116	94	0	0	**210**	0	0		0	113	12	0	**125**	0	2		**335**
2016-04-26 16:00:00	0	0	0	0	**0**	0	1		0	0	0	0	**0**	0	0		145	90	0	0	**235**	0	0		0	116	13	0	**129**	2	0		**364**
2016-04-26 16:15:00	0	0	0	0	**0**	1	0		0	0	0	0	**0**	0	0		152	103	0	0	**255**	0	0		0	159	12	0	**171**	2	0		**426**
2016-04-26 16:30:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		157	115	0	0	**272**	0	0		0	158	15	0	**173**	2	1		**445**
2016-04-26 16:45:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		171	115	0	0	**286**	0	0		0	114	12	0	**126**	0	2		**412**
2016-04-26 17:00:00	0	0	0	0	**0**	1	1		0	0	0	0	**0**	0	0		173	126	0	0	**299**	0	0		0	138	20	0	**158**	2	0		**457**
2016-04-26 17:15:00	0	0	0	0	**0**	1	0		0	0	0	0	**0**	0	0		160	129	0	0	**289**	1	0		0	143	18	0	**161**	0	0		**450**
2016-04-26 17:30:00	0	0	0	0	**0**	0	1		0	0	0	0	**0**	0	1		120	123	0	0	**243**	0	0		0	213	26	0	**239**	0	0		**482**
2016-04-26 17:45:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		106	101	0	0	**207**	0	0		0	216	31	0	**247**	0	0		**454**
2016-04-26 18:00:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		93	79	0	0	**172**	0	0		0	192	22	0	**214**	0	0		**386**
2016-04-26 18:15:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		78	84	0	0	**162**	0	0		0	204	16	0	**220**	0	0		**382**
2016-04-26 18:30:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		76	58	0	0	**134**	0	0		0	141	9	0	**150**	0	0		**284**
2016-04-26 18:45:00	0	0	0	0	**0**	0	0		0	0	0	0	**0**	0	0		61	67	0	0	**128**	0	0		0	102	10	0	**112**	0	0		**240**
Grand Total	0	0	0	0	**0**	18	14		1	0	0	0	**1**	2	3		3913	5521	0	0	**9434**	10	1		0	6086	574	0	**6660**	28	35		**16095**
% Approach	0.0%	0.0%	0.0%	0.0%					100.0%	0.0%	0.0%	0.0%					41.5%	58.5%	0.0%	0.0%					0.0%	91.4%	8.6%	0.0%					
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				24.3%	34.3%	0.0%	0.0%	**58.6%**				0.0%	37.8%	3.6%	0.0%	**41.4%**				
Lights and Motorcycles	0	0	0	0	**0**				1	0	0	0	**1**				3834	5285	0	0	**9119**				0	5839	548	0	**6387**				**15507**
% Lights and Motorcycles	0.0%	0.0%	0.0%	0.0%					100.0%	0.0%	0.0%	0.0%	**100.0%**				98.0%	95.7%	0.0%	0.0%	**96.7%**				0.0%	95.9%	95.5%	0.0%	**95.9%**				**96.3%**
Heavy	0	0	0	0	**0**				0	0	0	0	**0**				78	229	0	0	**307**				0	238	26	0	**264**				**571**
% Heavy	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%	**0.0%**				2.0%	4.1%	0.0%	0.0%	**3.3%**				0.0%	3.9%	4.5%	0.0%	**4.0%**				**3.5%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				1	7	0	0	**8**				0	9	0	0	**9**				**17**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.1%	0.0%	0.0%	**0.1%**				0.0%	0.1%	0.0%	0.0%	**0.1%**				**0.1%**
Pedestrians						18	14							2	3							10	1							28	35		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
AM PEAK TOTAL	0	0	0	0	**0**	2	1		0	0	0	0	**0**	2	0		236	849	0	0	**1085**	1	0		0	508	41	0	**549**	2	3		**1634**
% Approach	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					21.8%	78.2%	0.0%	0.0%					0.0%	92.5%	7.5%	0.0%					
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				14.4%	52.0%	0.0%	0.0%	**66.4%**				0.0%	31.1%	2.5%	0.0%	**33.6%**				
PHF (7:30 AM - 8:30 AM)	0	0	0	0	**0**				0	0	0	0	**0**				0.797	0.93	0	0	**0.925**				0	0.858	0.932	0	**0.863**				**0.903**
Lights and Motorcycles	0	0	0	0	**0**				0	0	0	0	**0**				221	828	0	0	**1049**				0	485	40	0	**525**				**1574**
% Lights and Motorcycles	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					93.6%	97.5%	0.0%	0.0%	**96.7%**				0.0%	95.5%	97.6%	0.0%	**95.6%**				**96.3%**
Heavy	0	0	0	0	**0**				0	0	0	0	**0**				15	20	0	0	**35**				0	23	1	0	**24**				**59**
% Heavy	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					6.4%	2.4%	0.0%	0.0%	**3.2%**				0.0%	4.5%	2.4%	0.0%	**4.4%**				**3.6%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				0	1	0	0	**1**				0	0	0	0	**0**				**1**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.1%	0.0%	0.0%	**0.1%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.1%**
Pedestrians						2	1							2	0							1	0							2	3		
% Pedestrians						100.0%	100.0%							100.0%	0.0%							100.0%	0.0%							100.0%	100.0%		
PM PEAK TOTAL	0	0	0	0	**0**	2	2		0	0	0	0	**0**	0	1		559	479	0	0	**1038**	1	0		0	710	95	0	**805**	2	0		**1843**
% Approach	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					53.9%	46.1%	0.0%	0.0%					0.0%	88.2%	11.8%	0.0%					
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				30.3%	26.0%	0.0%	0.0%	**56.3%**				0.0%	38.5%	5.2%	0.0%	**43.7%**				
PHF (5 PM - 6 PM)	0	0	0	0	**0**				0	0	0	0	**0**				0.808	0.926	0	0	**0.867**				0	0.822	0.766	0	**0.815**				**0.955**
Lights and Motorcycles	0	0	0	0	**0**				0	0	0	0	**0**				557	467	0	0	**1024**				0	694	93	0	**787**				**1811**
% Lights and Motorcycles	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					99.6%	97.5%	0.0%	0.0%	**98.7%**				0.0%	97.7%	97.9%	0.0%	**97.8%**				**98.3%**
Heavy	0	0	0	0	**0**				0	0	0	0	**0**				2	11	0	0	**13**				0	16	2	0	**18**				**31**
% Heavy	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					0.4%	2.3%	0.0%	0.0%	**1.3%**				0.0%	2.3%	2.1%	0.0%	**2.2%**				**1.7%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				0	1	0	0	**1**				0	0	0	0	**0**				**1**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.2%	0.0%	0.0%	**0.1%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.1%**
Pedestrians						2	2							0	1							1	0							2	0		
% Pedestrians						100.0%	100.0%							0.0%	100.0%							100.0%	0.0%							100.0%	0.0%		

Study Name: Liberty St & Jackson St

Leg	Jackson St								Liberty St								Jackson St								Liberty St							
Direction	Southbound								Westbound								Northbound								Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Int Total
2019-02-12 07:00:00	0	0	0	0	**0**	2	2		0	0	0	0	**0**	1	0		6	34	0	0	**40**	0	0		45	0	0	**45**	2	2		**85**
2019-02-12 07:15:00	0	0	0	0	**0**	1	0		0	0	0	0	**0**	2	2		15	29	0	0	**44**	0	1		58	6	0	**64**	0	1		**108**
2019-02-12 07:30:00	0	0	0	0	**0**	2	1		0	0	0	0	**0**	3	0		16	37	0	0	**53**	4	1		60	5	0	**65**	2	5		**118**
2019-02-12 07:45:00	0	0	0	0	**0**	5	6		0	0	0	0	**0**	3	0		25	48	0	0	**73**	9	5		76	3	0	**79**	0	11		**152**
2019-02-12 08:00:00	0	0	0	0	**0**	2	7		0	0	0	0	**0**	2	5		6	33	0	0	**39**	2	1		57	18	0	**75**	0	9		**114**
2019-02-12 08:15:00	0	0	0	0	**0**	7	7		0	0	0	0	**0**	5	2		17	29	0	0	**46**	5	0		59	9	0	**68**	6	6		**114**
2019-02-12 08:30:00	0	0	0	0	**0**	4	2		0	0	0	0	**0**	1	0		10	32	0	0	**42**	2	3		51	9	0	**60**	2	9		**102**
2019-02-12 08:45:00	0	0	0	0	**0**	4	6		0	0	0	0	**0**	1	3		8	35	0	0	**43**	3	0		59	10	0	**69**	0	11		**112**
2019-02-12 09:00:00	0	0	2	0	**2**	1	2		0	0	0	0	**0**	0	0		15	33	0	0	**48**	2	0		43	16	0	**59**	0	4		**109**
2019-02-12 09:15:00	0	0	0	0	**0**	2	10		0	0	0	0	**0**	0	8		8	29	0	0	**37**	0	0		47	5	0	**52**	5	8		**89**
2019-02-12 09:30:00	0	0	0	0	**0**	1	4		0	0	0	0	**0**	1	2		11	37	0	0	**48**	1	3		40	6	0	**46**	1	2		**94**
2019-02-12 09:45:00	0	0	0	0	**0**	2	1		0	0	0	0	**0**	1	3		10	40	0	0	**50**	6	4		36	9	0	**45**	4	4		**95**
2019-02-12 10:00:00	0	0	0	0	**0**	0	3		0	0	0	0	**0**	0	0		9	41	0	0	**50**	1	3		27	8	0	**35**	2	7		**85**
2019-02-12 10:15:00	0	0	0	0	**0**	1	1		0	0	0	0	**0**	2	0		10	27	0	0	**37**	8	2		31	12	0	**43**	1	4		**80**
2019-02-12 10:30:00	0	0	0	0	**0**	2	3		0	0	0	0	**0**	0	3		8	22	0	0	**30**	1	1		35	9	0	**44**	3	5		**74**
2019-02-12 10:45:00	0	0	0	0	**0**	1	4		0	0	0	0	**0**	1	3		4	41	0	0	**45**	0	3		36	5	0	**41**	0	3		**86**
2019-02-12 11:00:00	0	0	0	0	**0**	1	1		0	0	0	0	**0**	0	0		15	33	0	0	**48**	2	2		36	5	0	**41**	8	1		**89**
2019-02-12 11:15:00	0	0	0	0	**0**	4	8		0	0	0	0	**0**	2	2		13	37	0	0	**50**	4	6		44	12	0	**56**	6	2		**106**
2019-02-12 11:30:00	0	0	0	0	**0**	3	3		0	0	0	0	**0**	1	1		13	49	0	0	**62**	6	1		42	17	0	**59**	3	4		**121**
2019-02-12 11:45:00	0	0	0	0	**0**	2	4		0	0	0	0	**0**	2	0		16	46	0	0	**62**	4	4		40	13	0	**53**	6	0		**115**
2019-02-12 12:00:00	0	0	0	0	**0**	1	7		0	0	0	0	**0**	1	7		12	55	0	0	**67**	4	3		45	6	0	**51**	2	2		**118**
2019-02-12 12:15:00	0	0	0	0	**0**	2	5		0	0	0	0	**0**	0	1		12	51	0	0	**63**	3	1		47	16	0	**63**	7	5		**126**
2019-02-12 12:30:00	0	0	0	0	**0**	4	4		0	0	0	0	**0**	1	0		8	37	0	0	**45**	2	2		51	7	0	**58**	4	7		**103**
2019-02-12 12:45:00	0	0	0	0	**0**	0	6		0	0	0	0	**0**	1	1		15	41	0	0	**56**	0	3		45	4	0	**49**	3	5		**105**
2019-02-12 13:00:00	0	0	0	0	**0**	2	6		0	0	0	0	**0**	0	3		16	39	0	0	**55**	3	1		40	11	0	**51**	1	2		**106**
2019-02-12 13:15:00	0	0	0	0	**0**	2	3		0	0	0	0	**0**	1	1		11	38	0	0	**49**	1	3		38	12	0	**50**	1	1		**99**
2019-02-12 13:30:00	0	0	0	0	**0**	2	4		0	0	0	0	**0**	0	1		13	38	0	0	**51**	3	4		34	3	0	**37**	2	2		**88**
2019-02-12 13:45:00	0	0	0	0	**0**	1	6		0	0	0	0	**0**	1	3		12	40	0	0	**52**	2	0		38	8	0	**46**	3	6		**98**
2019-02-12 14:00:00	0	0	0	0	**0**	4	5		0	0	0	0	**0**	0	3		9	42	0	0	**51**	2	0		34	16	0	**50**	5	4		**101**
2019-02-12 14:15:00	0	0	0	0	**0**	2	3		0	0	0	0	**0**	0	0		5	34	0	0	**39**	1	1		40	15	0	**55**	0	2		**94**
2019-02-12 14:30:00	0	0	0	0	**0**	6	12		0	0	0	0	**0**	0	5		7	35	0	0	**42**	1	1		24	8	0	**32**	2	1		**74**
2019-02-12 14:45:00	0	0	0	0	**0**	4	5		0	0	0	0	**0**	1	2		14	43	0	0	**57**	1	1		50	13	0	**63**	4	2		**120**
2019-02-12 15:00:00	0	0	1	0	**1**	3	5		0	0	0	0	**0**	0	5		11	48	0	0	**59**	7	3		55	14	0	**69**	5	3		**129**
2019-02-12 15:15:00	0	0	1	0	**1**	0	4		1	0	0	0	**1**	0	3		10	47	0	0	**57**	4	0		41	8	0	**49**	6	3		**108**
2019-02-12 15:30:00	0	0	0	0	**0**	8	7		0	0	0	0	**0**	3	2		11	51	0	0	**62**	3	6		44	8	0	**52**	6	4		**114**
2019-02-12 15:45:00	0	0	0	0	**0**	5	5		0	0	0	0	**0**	3	5		11	46	0	0	**57**	3	4		73	4	0	**77**	10	3		**134**
2019-02-12 16:00:00	0	0	0	0	**0**	0	4		0	0	0	0	**0**	1	5		19	52	0	0	**71**	0	1		1	63	9	0	**73**	6	2		**144**
2019-02-12 16:15:00	0	0	0	0	**0**	0	9		0	0	0	0	**0**	0	10		15	50	0	0	**65**	2	4		0	68	5	0	**73**	3	2		**138**
2019-02-12 16:30:00	0	0	0	0	**0**	3	7		0	0	0	0	**0**	1	3		22	44	0	0	**66**	5	2		0	103	9	0	**112**	4	4		**178**
2019-02-12 16:45:00	0	0	0	0	**0**	2	2		0	0	0	0	**0**	1	1		14	72	0	0	**86**	2	1		0	101	7	0	**108**	9	3		**194**
2019-02-12 17:00:00	0	0	0	0	**0**	4	2		0	0	0	0	**0**	0	1		15	50	0	0	**65**	4	2		0	141	12	0	**153**	1	0		**218**
2019-02-12 17:15:00	0	0	0	0	**0**	4	6		0	0	0	0	**0**	1	4		23	50	0	0	**73**	2	1		0	147	13	0	**160**	4	0		**233**
2019-02-12 17:30:00	0	0	0	0	**0**	0	2		0	0	0	0	**0**	0	1		10	40	0	0	**50**	3	1		0	140	16	0	**156**	2	4		**206**
2019-02-12 17:45:00	0	0	0	0	**0**	1	5		0	0	0	0	**0**	0	2		17	57	0	0	**74**	3	3		0	126	7	0	**133**	4	3		**207**
2019-02-12 18:00:00	0	0	0	0	**0**	2	2		0	0	0	0	**0**	0	0		15	35	0	0	**50**	5	1		0	78	4	0	**82**	8	2		**132**
2019-02-12 18:15:00	0	0	0	0	**0**	4	6		0	0	0	0	**0**	0	2		16	34	0	0	**50**	2	1		1	56	12	0	**69**	3	2		**119**
2019-02-12 18:30:00	0	0	0	0	**0**	4	3		0	0	0	0	**0**	1	0		8	38	0	0	**46**	1	3		0	38	3	0	**41**	1	1		**87**
2019-02-12 18:45:00	0	0	0	0	**0**	0	1		0	0	0	0	**0**	1	3		6	30	0	0	**36**	3	0		0	43	10	0	**53**	2	0		**89**
Grand Total	0	0	4	0	**4**	117	211		1	0	0	0	**1**	46	108		592	1949	0	0	**2541**	132	93		2	2725	437	0	**3164**	159	173		**5710**
% Approach	0.0%	0.0%	100.0%	0.0%					100.0%	0.0%	0.0%	0.0%					23.3%	76.7%	0.0%	0.0%					0.1%	86.1%	13.8%	0.0%					
% Total	0.0%	0.0%	0.1%	0.0%	**0.1%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				10.4%	34.1%	0.0%	0.0%	**44.5%**				0.0%	47.7%	7.7%	0.0%	**55.4%**				
Lights and Motorcycles	0	0	3	0	**3**				1	0	0	0	**1**				568	1852	0	0	**2420**				2	2637	417	0	**3056**				**5480**
% Lights and Motorcycles	0.0%	0.0%	75.0%	0.0%	**75.0%**				100.0%	0.0%	0.0%	0.0%	**100.0%**				95.9%	95.0%	0.0%	0.0%	**95.2%**				100.0%	96.8%	95.4%	0.0%	**96.6%**				**96.0%**
Heavy	0	0	0	0	**0**				0	0	0	0	**0**				23	95	0	0	**118**				0	85	19	0	**104**				**222**
% Heavy	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				3.9%	4.9%	0.0%	0.0%	**4.6%**				0.0%	3.1%	4.3%	0.0%	**3.3%**				**3.9%**
Bicycles on Road	0	0	1	0	**1**				0	0	0	0	**0**				1	2	0	0	**3**				0	3	1	0	**4**				**8**
% Bicycles on Road	0.0%	0.0%	25.0%	0.0%	**25.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.2%	0.1%	0.0%	0.0%	**0.1%**				0.0%	0.1%	0.2%	0.0%	**0.1%**				**0.1%**
Pedestrians						117	211							46	108							132	93							159	173		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
AM PEAK TOTAL	0	0	0	0	**0**	16	21		0	0	0	0	**0**	13	7		64	147	0	0	**211**	20	7		0	252	35	0	**287**	8	31		**498**
% Approach	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					30.3%	69.7%	0.0%	0.0%					0.0%	87.8%	12.2%	0.0%					
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				12.9%	29.5%	0.0%	0.0%	**42.4%**				0.0%	50.6%	7.0%	0.0%	**57.6%**				
PHF (7:30 AM - 8:30 AM)	0	0	0	0	**0**				0	0	0	0	**0**				0.64	0.76	0	0	**0.719**				0	0.829	0.486	0	**0.908**				**0.817**
Lights and Motorcycles	0	0	0	0	**0**				0	0	0	0	**0**				59	142	0	0	**201**				0	245	31	0	**276**				**477**
% Lights and Motorcycles	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					92.2%	96.6%	0.0%	0.0%	**95.3%**				0.0%	97.2%	88.6%	0.0%	**96.2%**				**95.8%**
Heavy	0	0	0	0	**0**				0	0	0	0	**0**				5	4	0	0	**9**				0	7	4	0	**11**				**20**
% Heavy	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					7.8%	2.7%	0.0%	0.0%	**4.3%**				0.0%	2.8%	11.4%	0.0%	**3.8%**				**4.0%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				0	1	0	0	**1**				0	0	0	0	**0**				**1**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.7%	0.0%	0.0%	**0.5%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.2%**
Pedestrians						16	21							13	7							20	7							8	31		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
PM PEAK TOTAL	0	0	0	0	**0**	9	15		0	0	0	0	**0**	1	8		65	197	0	0	**262**	12	7		0	554	48	0	**602**	11	7		**864**
% Approach	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					24.8%	75.2%	0.0%	0.0%					0.0%	92.0%	8.0%	0.0%					
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				7.5%	22.8%	0.0%	0.0%	**30.3%**				0.0%	64.1%	5.6%	0.0%	**69.7%**				
PHF (5 PM - 6 PM)	0	0	0	0	**0**				0	0	0	0	**0**				0.707	0.864	0	0	**0.885**				0	0.942	0.75	0	**0.941**				**0.927**
Lights and Motorcycles	0	0	0	0	**0**				0	0	0	0	**0**				63	189	0	0	**252**				0	545	48	0	**593**				**845**
% Lights and Motorcycles	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					96.9%	95.9%	0.0%	0.0%	**96.2%**				0.0%	98.4%	100.0%	0.0%	**98.5%**				**97.8%**
Heavy	0	0	0	0	**0**				0	0	0	0	**0**				2	8	0	0	**10**				0	9	0	0	**9**				**19**
% Heavy	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					3.1%	4.1%	0.0%	0.0%	**3.8%**				0.0%	1.6%	0.0%	0.0%	**1.5%**				**2.2%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.0%**
Pedestrians						9	15							1	8							12	7							11	7		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		

Study Name: Jefferson St & Jackson St

Leg	Jackson St								Jefferson St								Jackson St								Jefferson St								
Direction	Southbound								Westbound								Northbound								Eastbound								
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Int Total
2019-02-06 07:00:00	0	0	0	0	**0**	0	0		5	75	0	0	**80**	0	0		0	24	9	0	**33**	2	1		0	0	0	0	**0**	2	1		**113**
2019-02-06 07:15:00	0	0	0	0	**0**	1	1		2	108	0	0	**110**	0	2		0	18	12	0	**30**	1	0		0	0	0	0	**0**	3	1		**140**
2019-02-06 07:30:00	0	0	0	0	**0**	1	1		3	151	0	0	**154**	4	0		0	32	14	0	**46**	1	4		0	0	0	0	**0**	1	3		**200**
2019-02-06 07:45:00	0	0	0	0	**0**	0	0		7	201	0	0	**208**	0	2		0	32	19	0	**51**	0	2		0	0	0	0	**0**	2	0		**259**
2019-02-06 08:00:00	0	0	0	0	**0**	2	3		5	215	0	0	**220**	3	0		0	42	16	0	**58**	3	3		0	0	0	0	**0**	3	1		**278**
2019-02-06 08:15:00	0	0	0	0	**0**	1	1		4	185	0	0	**189**	1	1		0	37	14	0	**51**	0	2		0	0	0	0	**0**	3	2		**240**
2019-02-06 08:30:00	0	0	0	0	**0**	1	1		8	200	0	0	**208**	0	0		0	35	14	0	**49**	1	1		0	0	0	0	**0**	2	0		**257**
2019-02-06 08:45:00	0	0	0	0	**0**	1	1		8	181	0	0	**189**	0	0		0	36	33	0	**69**	0	2		0	0	0	0	**0**	0	1		**258**
2019-02-06 09:00:00	0	0	0	0	**0**	2	2		0	151	0	0	**151**	1	0		0	28	23	0	**51**	1	1		0	0	0	0	**0**	0	0		**202**
2019-02-06 09:15:00	0	0	0	0	**0**	0	0		3	95	0	0	**98**	0	0		0	25	18	0	**43**	3	0		0	0	1	0	**1**	1	1		**142**
2019-02-06 09:30:00	0	0	0	0	**0**	2	1		5	87	0	0	**92**	1	1		0	26	12	0	**38**	2	3		0	0	0	0	**0**	2	0		**130**
2019-02-06 09:45:00	0	0	0	0	**0**	0	2		1	80	0	0	**81**	2	0		0	31	18	0	**49**	0	2		0	0	0	0	**0**	4	1		**130**
2019-02-06 10:00:00	0	0	0	0	**0**	1	0		3	57	0	0	**60**	1	1		0	21	19	0	**40**	1	4		0	0	0	0	**0**	1	3		**100**
2019-02-06 10:15:00	0	0	0	0	**0**	0	1		1	60	0	0	**61**	4	1		0	19	8	0	**27**	0	0		0	0	1	0	**1**	0	3		**89**
2019-02-06 10:30:00	1	0	0	0	**1**	0	0		5	54	0	0	**59**	1	0		0	29	15	0	**44**	2	1		0	0	0	0	**0**	1	0		**104**
2019-02-06 10:45:00	0	0	0	0	**0**	0	0		1	62	0	0	**63**	0	0		0	20	17	0	**37**	0	0		0	0	0	0	**0**	2	0		**100**
2019-02-06 11:00:00	1	0	0	0	**1**	1	0		1	55	0	0	**56**	1	0		0	13	16	0	**29**	5	3		0	0	0	0	**0**	6	0		**86**
2019-02-06 11:15:00	0	0	0	0	**0**	0	2		3	68	0	0	**71**	0	0		0	28	23	0	**51**	3	1		0	0	0	0	**0**	1	3		**122**
2019-02-06 11:30:00	0	0	0	0	**0**	1	0		1	67	0	0	**68**	0	0		0	27	23	0	**50**	2	1		0	0	0	0	**0**	3	3		**118**
2019-02-06 11:45:00	0	0	0	0	**0**	1	2		2	74	0	0	**76**	0	0		0	33	29	0	**62**	0	0		0	0	0	0	**0**	3	4		**138**
2019-02-06 12:00:00	0	0	0	0	**0**	0	0		1	93	0	0	**94**	0	0		0	32	18	0	**50**	0	1		0	0	0	0	**0**	1	0		**144**
2019-02-06 12:15:00	0	0	0	0	**0**	2	3		4	69	0	0	**73**	1	1		0	28	21	0	**49**	0	4		0	0	0	0	**0**	4	3		**122**
2019-02-06 12:30:00	0	0	0	0	**0**	0	0		3	81	0	0	**84**	1	3		0	29	21	0	**50**	0	2		0	0	0	0	**0**	5	3		**134**
2019-02-06 12:45:00	0	0	0	0	**0**	1	1		0	80	0	0	**80**	0	2		0	32	17	0	**49**	1	1		0	0	0	0	**0**	0	0		**129**
2019-02-06 13:00:00	1	0	0	0	**1**	1	0		5	113	0	0	**118**	1	2		0	25	19	0	**44**	1	1		0	0	0	0	**0**	3	0		**163**
2019-02-06 13:15:00	0	0	0	0	**0**	2	6		2	84	0	0	**86**	1	1		0	23	12	0	**35**	2	1		0	0	0	0	**0**	2	10		**121**
2019-02-06 13:30:00	0	0	0	0	**0**	1	1		5	82	0	0	**87**	0	0		0	22	18	0	**40**	0	3		0	0	0	0	**0**	0	1		**127**
2019-02-06 13:45:00	0	0	0	0	**0**	1	0		6	91	0	0	**97**	1	0		0	30	27	0	**57**	1	3		0	0	1	0	**1**	1	0		**155**
2019-02-06 14:00:00	0	0	0	0	**0**	1	2		4	87	0	0	**91**	0	0		0	17	17	0	**34**	2	1		0	0	0	0	**0**	4	1		**125**
2019-02-06 14:15:00	0	0	0	0	**0**	2	0		1	88	0	0	**89**	3	0		0	29	17	0	**46**	2	0		0	0	0	0	**0**	1	1		**135**
2019-02-06 14:30:00	0	0	0	0	**0**	2	0		3	84	0	0	**87**	1	0		0	23	21	0	**44**	2	2		0	0	0	0	**0**	2	1		**131**
2019-02-06 14:45:00	0	0	0	0	**0**	0	1		4	82	0	0	**86**	0	2		0	35	14	0	**49**	3	1		0	0	0	0	**0**	0	1		**135**
2019-02-06 15:00:00	0	0	0	0	**0**	0	1		5	85	0	0	**90**	2	1		0	35	21	0	**56**	6	0		0	0	0	0	**0**	0	1		**146**
2019-02-06 15:15:00	0	0	0	0	**0**	1	1		2	77	0	0	**79**	0	0		0	30	31	0	**61**	3	1		0	0	0	0	**0**	1	3		**140**
2019-02-06 15:30:00	0	0	0	0	**0**	1	3		1	89	0	0	**90**	0	0		0	24	37	0	**61**	4	0		0	0	0	0	**0**	2	2		**151**
2019-02-06 15:45:00	0	0	0	0	**0**	3	1		2	119	0	0	**121**	0	0		0	33	17	0	**50**	2	1		0	0	0	0	**0**	2	5		**171**
2019-02-06 16:00:00	0	0	0	0	**0**	4	4		3	104	0	0	**107**	1	1		0	33	24	0	**57**	0	2		0	0	0	0	**0**	3	2		**164**
2019-02-06 16:15:00	0	0	0	0	**0**	2	3		3	94	0	0	**97**	0	3		0	35	27	0	**62**	2	1		0	0	0	0	**0**	4	0		**159**
2019-02-06 16:30:00	0	0	0	0	**0**	2	1		4	111	0	0	**115**	1	0		0	31	25	0	**56**	0	0		0	0	0	0	**0**	1	1		**171**
2019-02-06 16:45:00	0	0	0	0	**0**	2	1		4	97	0	0	**101**	0	2		0	51	19	0	**70**	1	5		0	0	0	0	**0**	2	2		**171**
2019-02-06 17:00:00	1	0	0	0	**1**	1	0		2	147	0	0	**149**	0	0		0	42	30	0	**72**	3	2		0	0	0	0	**0**	2	1		**222**
2019-02-06 17:15:00	0	0	0	0	**0**	5	4		3	87	0	0	**90**	0	1		0	35	8	0	**43**	1	0		0	0	0	0	**0**	5	2		**133**
2019-02-06 17:30:00	0	0	0	0	**0**	1	0		2	77	0	0	**79**	0	0		0	65	23	0	**88**	2	3		0	0	0	0	**0**	0	1		**167**
2019-02-06 17:45:00	0	0	0	0	**0**	0	3		3	100	0	0	**103**	0	1		0	39	21	0	**60**	1	5		0	0	0	0	**0**	2	1		**163**
2019-02-06 18:00:00	2	0	0	0	**2**	0	0		2	93	0	0	**95**	1	1		0	39	15	0	**54**	4	2		0	0	0	0	**0**	0	2		**151**
2019-02-06 18:15:00	0	0	0	0	**0**	3	1		0	58	0	0	**58**	1	1		0	30	13	0	**43**	3	0		0	0	0	0	**0**	5	2		**101**
2019-02-06 18:30:00	0	0	0	0	**0**	2	2		1	58	0	0	**59**	2	0		0	26	10	0	**36**	3	1		0	0	0	0	**0**	2	2		**95**
2019-02-06 18:45:00	0	0	0	0	**0**	0	0		3	68	0	0	**71**	1	0		0	9	11	0	**20**	5	1		0	0	0	0	**0**	1	2		**91**
Grand Total	6	0	0	0	**6**	55	57		146	4724	0	0	**4870**	37	30		0	1438	906	0	**2344**	81	75		0	0	3	0	**3**	95	77		**7223**
% Approach	100.0%	0.0%	0.0%	0.0%					3.0%	97.0%	0.0%	0.0%					0.0%	61.3%	38.7%	0.0%					0.0%	0.0%	100.0%	0.0%					
% Total	0.1%	0.0%	0.0%	0.0%	**0.1%**				2.0%	65.4%	0.0%	0.0%	**67.4%**				0.0%	19.9%	12.5%	0.0%	**32.5%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				
Lights and Motorcycles	3	0	0	0	**3**				142	4562	0	0	**4704**				0	1379	816	0	**2195**				0	0	1	0	**1**				**6903**
% Lights and Motorcycles	50.0%	0.0%	0.0%	0.0%	**50.0%**				97.3%	96.6%	0.0%	0.0%	**96.6%**				0.0%	95.9%	90.1%	0.0%	**93.6%**				0.0%	0.0%	33.3%	0.0%	**33.3%**				**95.6%**
Heavy	1	0	0	0	**1**				4	156	0	0	**160**				0	54	87	0	**141**				0	0	0	0	**0**				**302**
% Heavy	16.7%	0.0%	0.0%	0.0%	**16.7%**				2.7%	3.3%	0.0%	0.0%	**3.3%**				0.0%	3.8%	9.6%	0.0%	**6.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**4.2%**
Bicycles on Road	2	0	0	0	**2**				0	6	0	0	**6**				0	5	3	0	**8**				0	0	2	0	**2**				**18**
% Bicycles on Road	33.3%	0.0%	0.0%	0.0%	**33.3%**				0.0%	0.1%	0.0%	0.0%	**0.1%**				0.0%	0.3%	0.3%	0.0%	**0.3%**				0.0%	0.0%	66.7%	0.0%	**66.7%**				**0.2%**
Pedestrians						55	57							37	30							81	75							95	77		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
AM PEAK TOTAL	0	0	0	0	**0**	4	5		24	801	0	0	**825**	4	3		0	146	63	0	**209**	4	8		0	0	0	0	**0**	10	3		**1034**
% Approach	0.0%	0.0%	0.0%	0.0%					2.9%	97.1%	0.0%	0.0%					0.0%	69.9%	30.1%	0.0%					0.0%	0.0%	0.0%	0.0%					
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**				2.3%	77.5%	0.0%	0.0%	**79.8%**				0.0%	14.1%	6.1%	0.0%	**20.2%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				
PHF (7:45 AM - 8:45 AM)	0	0	0	0	**0**				0.75	0.931	0	0	**0.938**				0	0.869	0.829	0	**0.901**				0	0	0	0	**0**				**0.93**
Lights and Motorcycles	0	0	0	0	**0**				23	784	0	0	**807**				0	135	56	0	**191**				0	0	0	0	**0**				**998**
% Lights and Motorcycles	0.0%	0.0%	0.0%	0.0%					95.8%	97.9%	0.0%	0.0%	**97.8%**				0.0%	92.5%	88.9%	0.0%	**91.4%**				0.0%	0.0%	0.0%	0.0%					**96.5%**
Heavy	0	0	0	0	**0**				1	17	0	0	**18**				0	11	7	0	**18**				0	0	0	0	**0**				**36**
% Heavy	0.0%	0.0%	0.0%	0.0%					4.2%	2.1%	0.0%	0.0%	**2.2%**				0.0%	7.5%	11.1%	0.0%	**8.6%**				0.0%	0.0%	0.0%	0.0%					**3.5%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%					**0.0%**
Pedestrians						4	5							4	3							4	8							10	3		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
PM PEAK TOTAL	1	0	0	0	**1**	7	5		13	449	0	0	**462**	1	5		0	159	101	0	**260**	6	8		0	0	0	0	**0**	9	4		**723**
% Approach	100.0%	0.0%	0.0%	0.0%					2.8%	97.2%	0.0%	0.0%					0.0%	61.2%	38.8%	0.0%					0.0%	0.0%	0.0%	0.0%					
% Total	0.1%	0.0%	0.0%	0.0%	**0.1%**				1.8%	62.1%	0.0%	0.0%	**63.9%**				0.0%	22.0%	14.0%	0.0%	**36.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				
PHF (4:15 PM - 5:15 PM)	0.25	0	0	0	**0.25**				0.813	0.764	0	0	**0.775**				0	0.785	0.842	0	**0.908**				0	0	0	0	**0**				**0.816**
Lights and Motorcycles	0	0	0	0	**0**				13	439	0	0	**452**				0	155	94	0	**249**				0	0	0	0	**0**				**701**
% Lights and Motorcycles	0.0%	0.0%	0.0%	0.0%	**0.0%**				100.0%	97.8%	0.0%	0.0%	**97.8%**				0.0%	97.5%	93.1%	0.0%	**95.8%**				0.0%	0.0%	0.0%	0.0%					**97.0%**
Heavy	1	0	0	0	**1**				0	10	0	0	**10**				0	2	7	0	**9**				0	0	0	0	**0**				**20**
% Heavy	100.0%	0.0%	0.0%	0.0%	**100.0%**				0.0%	2.2%	0.0%	0.0%	**2.2%**				0.0%	1.3%	6.9%	0.0%	**3.5%**				0.0%	0.0%	0.0%	0.0%					**2.8%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				0	2	0	0	**2**				0	0	0	0	**0**				**2**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	1.3%	0.0%	0.0%	**0.8%**				0.0%	0.0%	0.0%	0.0%					**0.3%**
Pedestrians						7	5							1	5							6	8							9	4		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		

Study Name: Preston St & Jefferson St

Leg	Preston St								Jefferson St								Preston St								Jefferson St							
Direction	Southbound								Westbound								Northbound								Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Int Total
2019-02-06 07:00:00	8	82	0	0	**90**	1	1	0	61	25	0	**86**	1	4	0	0	0	0	**0**	1	1	0	0	0	0	0	**0**	0	1		**176**
2019-02-06 07:15:00	10	119	0	0	**129**	0	0	0	88	39	0	**127**	1	1	0	0	0	0	**0**	0	2	0	0	0	0	0	**0**	2	1		**256**
2019-02-06 07:30:00	17	162	0	0	**179**	0	1	0	126	36	0	**162**	2	1	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0		**341**
2019-02-06 07:45:00	16	132	0	0	**148**	0	1	0	172	53	0	**225**	2	0	0	0	0	0	**0**	3	5	0	0	0	0	0	**0**	1	1		**373**
2019-02-06 08:00:00	19	135	0	0	**154**	1	3	0	173	50	0	**223**	3	2	0	0	0	0	**0**	4	1	0	0	0	0	0	**0**	0	1		**377**
2019-02-06 08:15:00	24	137	0	0	**161**	0	1	0	147	49	0	**196**	3	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**0**	5	0		**357**
2019-02-06 08:30:00	15	126	0	0	**141**	0	3	1	149	56	0	**206**	0	2	0	0	0	0	**0**	0	2	0	0	0	0	0	**0**	0	1		**347**
2019-02-06 08:45:00	23	118	0	0	**141**	0	0	0	158	48	0	**206**	5	1	0	0	0	0	**0**	0	3	0	0	0	0	0	**0**	1	1		**347**
2019-02-06 09:00:00	22	118	0	0	**140**	1	0	0	141	34	0	**175**	2	0	0	0	0	0	**0**	3	1	0	0	0	0	0	**0**	0	0		**315**
2019-02-06 09:15:00	10	77	0	0	**87**	2	2	0	90	23	0	**113**	0	2	0	0	0	0	**0**	3	1	0	1	0	0	0	**1**	0	0		**201**
2019-02-06 09:30:00	8	86	0	0	**94**	0	1	0	80	22	0	**102**	1	3	0	0	0	0	**0**	1	1	0	0	0	0	0	**0**	0	2		**196**
2019-02-06 09:45:00	11	78	0	0	**89**	1	3	0	67	28	0	**95**	2	3	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	2	0		**184**
2019-02-06 10:00:00	6	57	0	0	**63**	4	1	0	55	15	0	**70**	2	2	0	0	0	0	**0**	2	0	0	0	0	0	0	**0**	0	1		**133**
2019-02-06 10:15:00	13	54	0	0	**67**	2	1	0	55	19	0	**74**	5	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**0**	1	1		**141**
2019-02-06 10:30:00	12	57	0	0	**69**	0	1	0	54	17	0	**71**	5	5	0	0	0	0	**0**	2	3	0	0	0	0	0	**0**	1	2		**140**
2019-02-06 10:45:00	7	70	0	0	**77**	1	2	0	51	26	0	**77**	5	1	0	0	0	0	**0**	1	2	0	0	0	0	0	**0**	0	0		**154**
2019-02-06 11:00:00	8	76	0	0	**84**	2	2	0	56	19	0	**75**	1	1	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	1	0		**159**
2019-02-06 11:15:00	14	51	0	0	**65**	1	2	0	64	30	0	**94**	2	1	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	0	0		**159**
2019-02-06 11:30:00	9	60	0	0	**69**	0	1	0	61	27	0	**88**	4	1	0	0	0	0	**0**	3	0	0	0	0	0	0	**0**	1	1		**157**
2019-02-06 11:45:00	14	62	0	0	**76**	2	0	0	71	31	0	**102**	3	1	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	2		**178**
2019-02-06 12:00:00	14	59	0	0	**73**	1	1	0	80	33	0	**113**	0	2	0	0	0	0	**0**	1	2	0	0	0	0	0	**0**	0	1		**186**
2019-02-06 12:15:00	17	73	0	0	**90**	2	4	0	65	24	0	**89**	2	3	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	0	0		**179**
2019-02-06 12:30:00	12	79	0	0	**91**	3	1	0	69	34	0	**103**	4	4	0	0	0	0	**0**	3	1	0	0	0	0	0	**0**	2	0		**194**
2019-02-06 12:45:00	12	78	0	0	**90**	1	3	0	76	20	0	**96**	6	2	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	2		**186**
2019-02-06 13:00:00	19	76	0	0	**95**	1	3	0	90	46	0	**136**	6	4	0	0	0	0	**0**	0	2	0	0	0	0	0	**0**	0	1		**231**
2019-02-06 13:15:00	6	88	0	0	**94**	4	2	0	61	34	0	**95**	7	1	0	0	0	0	**0**	1	2	0	0	0	0	0	**0**	0	1		**189**
2019-02-06 13:30:00	12	77	0	0	**89**	1	2	0	92	19	0	**111**	2	3	0	0	0	0	**0**	1	1	0	0	0	0	0	**0**	0	1		**200**
2019-02-06 13:45:00	21	68	0	0	**89**	2	1	0	89	30	0	**119**	6	4	0	0	0	0	**0**	1	1	0	0	0	0	0	**0**	1	1		**208**
2019-02-06 14:00:00	17	67	0	0	**84**	1	2	0	85	23	0	**108**	3	4	0	0	1	0	**1**	0	0	0	0	0	0	0	**0**	0	2		**193**
2019-02-06 14:15:00	9	73	0	0	**82**	3	2	0	83	24	0	**107**	3	4	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	0	1		**189**
2019-02-06 14:30:00	4	59	0	0	**63**	0	5	0	82	25	0	**107**	6	3	0	0	0	0	**0**	3	1	0	0	0	0	0	**0**	0	0		**170**
2019-02-06 14:45:00	14	67	0	0	**81**	2	1	0	69	25	0	**94**	4	1	0	1	0	0	**1**	0	2	0	0	0	0	0	**0**	0	0		**176**
2019-02-06 15:00:00	17	81	0	0	**98**	3	1	0	72	34	0	**106**	4	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**0**	3	1		**204**
2019-02-06 15:15:00	15	73	0	0	**88**	1	1	0	72	41	0	**113**	0	1	0	0	0	0	**0**	1	5	0	0	0	0	0	**0**	1	0		**201**
2019-02-06 15:30:00	19	84	0	0	**103**	1	2	0	80	50	0	**130**	1	3	0	0	0	0	**0**	2	2	0	0	0	0	0	**0**	0	1		**233**
2019-02-06 15:45:00	15	100	0	0	**115**	2	4	1	96	37	0	**134**	2	5	0	0	0	0	**0**	0	3	0	0	0	0	0	**0**	0	0		**249**
2019-02-06 16:00:00	21	129	0	0	**150**	1	2	0	78	42	0	**120**	4	7	0	0	0	0	**0**	3	0	0	0	0	0	0	**0**	2	0		**270**
2019-02-06 16:15:00	19	105	0	0	**124**	2	0	0	81	47	0	**128**	2	3	0	0	0	0	**0**	1	2	0	0	0	0	0	**0**	3	0		**252**
2019-02-06 16:30:00	24	125	0	0	**149**	0	4	0	88	51	0	**139**	2	4	0	0	0	0	**0**	1	6	0	0	0	0	0	**0**	0	0		**288**
2019-02-06 16:45:00	19	127	0	0	**146**	8	0	0	76	39	0	**115**	6	4	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	0	2		**261**
2019-02-06 17:00:00	30	186	0	0	**216**	3	1	0	95	58	0	**153**	3	4	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	1	1		**369**
2019-02-06 17:15:00	21	138	0	0	**159**	0	0	0	74	28	0	**102**	4	2	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	2	0		**261**
2019-02-06 17:30:00	26	126	0	0	**152**	5	1	0	64	37	0	**101**	10	3	0	0	0	0	**0**	2	3	0	0	0	0	0	**0**	1	3		**253**
2019-02-06 17:45:00	22	122	0	0	**144**	2	0	0	85	30	0	**115**	1	4	0	0	0	0	**0**	3	1	0	0	0	0	0	**0**	0	1		**259**
2019-02-06 18:00:00	20	86	0	0	**106**	1	2	0	81	26	0	**107**	8	4	0	0	0	0	**0**	1	2	0	0	0	0	0	**0**	1	1		**213**
2019-02-06 18:15:00	22	85	0	0	**107**	0	1	0	59	17	0	**76**	4	2	0	0	0	0	**0**	4	2	0	0	0	0	0	**0**	1	2		**183**
2019-02-06 18:30:00	9	65	0	0	**74**	2	1	0	51	18	0	**69**	4	2	0	0	0	0	**0**	0	2	0	0	0	0	0	**0**	0	1		**143**
2019-02-06 18:45:00	5	71	0	0	**76**	2	0	0	46	28	0	**74**	3	3	0	0	0	0	**0**	2	1	0	0	0	0	0	**0**	0	0		**150**
Grand Total	727	4424	0	0	**5151**	72	73	2	4058	1567	0	**5627**	156	117	0	1	1	0	**2**	69	68	0	1	0	0	**1**	33	38		**10781**
% Approach	14.1%	85.9%	0.0%	0.0%				0.0%	72.1%	27.8%	0.0%					0.0%	50.0%	50.0%	0.0%					0.0%	100.0%	0.0%	0.0%					
% Total	6.7%	41.0%	0.0%	0.0%	**47.8%**			0.0%	37.6%	14.5%	0.0%	**52.2%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				
Lights and Motorcycles	672	4264	0	0	**4936**			0	3870	1509	0	**5379**				0	0	0	**0**					0	0	0	0	**0**				**10315**
% Lights and Motorcycles	92.4%	96.4%	0.0%	0.0%	**95.8%**			0.0%	95.4%	96.3%	0.0%	**95.6%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**95.7%**
Heavy	55	159	0	0	**214**			0	184	57	0	**241**				0	0	0	**0**					0	1	0	0	**1**				**456**
% Heavy	7.6%	3.6%	0.0%	0.0%	**4.2%**			0.0%	4.5%	3.6%	0.0%	**4.3%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	100.0%	0.0%	0.0%	**100.0%**				**4.2%**
Bicycles on Road	0	1	0	0	**1**			2	4	1	0	**7**				0	1	1	0	**2**				0	0	0	0	**0**				**10**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			100.0%	0.1%	0.1%	0.0%	**0.1%**				0.0%	100.0%	100.0%	0.0%	**100.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.1%**
Pedestrians						72	73						156	117						69	68								33	38		
% Pedestrians						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%								100.0%	100.0%		
AM PEAK TOTAL	74	530	0	0	**604**	1	8	1	641	208	0	**850**	8	4	0	0	0	0	**0**	11	9	0	0	0	0	**0**	6	3		**1454**
% Approach	12.3%	87.7%	0.0%	0.0%				0.1%	75.4%	24.5%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					
% Total	5.1%	36.5%	0.0%	0.0%	**41.5%**			0.1%	44.1%	14.3%	0.0%	**58.5%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				
PHF (7:45 AM - 8:45 AM)	0.771	0.967	0	0	**0.938**			0	0.926	0.929	0	**0.943**				0	0	0	**0**					0	0	0	0	**0**				**0.964**
Lights and Motorcycles	71	516	0	0	**587**			0	625	202	0	**827**				0	0	0	**0**					0	0	0	0	**0**				**1414**
% Lights and Motorcycles	95.9%	97.4%	0.0%	0.0%	**97.2%**			0.0%	97.5%	97.1%	0.0%	**97.3%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**97.2%**
Heavy	3	14	0	0	**17**			0	16	6	0	**22**				0	0	0	**0**					0	0	0	0	**0**				**39**
% Heavy	4.1%	2.6%	0.0%	0.0%	**2.8%**			0.0%	2.5%	2.9%	0.0%	**2.6%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**2.7%**
Bicycles on Road	0	0	0	0	**0**			1	0	0	0	**1**				0	0	0	**0**					0	0	0	0	**0**				**1**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			100.0%	0.0%	0.0%	0.0%	**0.1%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**0.1%**
Pedestrians						1	8						8	4						11	9								6	3		
% Pedestrians						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%								100.0%	100.0%		
PM PEAK TOTAL	94	576	0	0	**670**	11	5	0	333	176	0	**509**	15	14	0	0	0	0	**0**	3	7	0	0	0	0	**0**	3	3		**1179**
% Approach	14.0%	86.0%	0.0%	0.0%				0.0%	65.4%	34.6%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					
% Total	8.0%	48.9%	0.0%	0.0%	**56.8%**			0.0%	28.2%	14.9%	0.0%	**43.2%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				
PHF (4:30 PM - 5:30 PM)	0.783	0.774	0	0	**0.775**			0	0.876	0.759	0	**0.832**				0	0	0	**0**					0	0	0	0	**0**				**0.799**
Lights and Motorcycles	89	564	0	0	**653**			0	317	174	0	**491**				0	0	0	**0**					0	0	0	0	**0**				**1144**
% Lights and Motorcycles	94.7%	97.9%	0.0%	0.0%	**97.5%**			0.0%	95.2%	98.9%	0.0%	**96.5%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**97.0%**
Heavy	5	12	0	0	**17**			0	16	2	0	**18**				0	0	0	**0**					0	0	0	0	**0**				**35**
% Heavy	5.3%	2.1%	0.0%	0.0%	**2.5%**			0.0%	4.8%	1.1%	0.0%	**3.5%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**3.0%**
Bicycles on Road	0	0	0	0	**0**			0	0	0	0	**0**				0	0	0	**0**					0	0	0	0	**0**				**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**0.0%**
Pedestrians						11	5						15	14						3	7								3	3		
% Pedestrians						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%								100.0%	100.0%		

Study Name: Floyd St & Jefferson St

Leg	North								East								South								West							
Direction	Southbound								Westbound								Northbound								Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW		Int Total
2016-04-26 07:00:00	6	116	0	0	**122**	1	1		9	58	5	0	**72**	1	3		0	20	1	0	**21**	1	0		0	0	0	0	**0**	1	0		**215**
2016-04-26 07:15:00	1	90	0	0	**91**	0	1		6	102	14	0	**122**	0	0		0	21	2	0	**23**	0	0		0	0	0	0	**0**	1	0		**236**
2016-04-26 07:30:00	11	105	0	0	**116**	0	1		22	142	15	0	**179**	1	1		0	18	3	0	**21**	1	0		0	0	0	0	**0**	0	1		**316**
2016-04-26 07:45:00	8	113	0	0	**121**	0	0		34	200	22	0	**256**	0	0		0	26	1	0	**27**	0	0		0	0	0	0	**0**	0	1		**404**
2016-04-26 08:00:00	13	104	0	0	**117**	0	3		24	199	18	0	**241**	2	2		0	32	2	0	**34**	0	0		0	0	0	0	**0**	0	1		**392**
2016-04-26 08:15:00	10	101	0	0	**111**	0	0		20	215	20	0	**255**	0	1		0	34	4	0	**38**	0	0		0	0	0	0	**0**	0	0		**404**
2016-04-26 08:30:00	19	63	0	0	**82**	0	1		25	250	9	0	**284**	2	1		0	26	0	0	**26**	0	0		1	0	0	0	**1**	6	1		**393**
2016-04-26 08:45:00	11	73	0	0	**84**	1	0		26	197	18	0	**241**	8	6		0	29	3	0	**32**	0	0		0	0	0	0	**0**	0	0		**357**
2016-04-26 09:00:00	15	72	0	0	**87**	0	0		17	158	14	0	**189**	4	0		0	22	2	0	**24**	2	0		0	0	0	0	**0**	1	0		**300**
2016-04-26 09:15:00	8	63	0	0	**71**	1	1		20	82	8	0	**110**	0	0		0	17	5	0	**22**	2	0		0	0	0	0	**0**	0	2		**203**
2016-04-26 09:30:00	10	56	0	0	**66**	0	1		21	83	6	0	**110**	0	5		0	8	2	0	**10**	0	0		0	0	0	0	**0**	0	0		**186**
2016-04-26 09:45:00	13	75	0	0	**88**	0	1		24	84	14	0	**122**	4	4		0	17	6	0	**23**	1	0		0	0	0	0	**0**	0	1		**233**
2016-04-26 10:00:00	8	50	0	0	**58**	0	0		10	63	9	0	**82**	2	0		0	15	2	0	**17**	1	0		0	0	0	0	**0**	1	0		**157**
2016-04-26 10:15:00	8	55	0	0	**63**	0	0		16	55	10	0	**81**	0	0		0	26	3	0	**29**	0	1		0	0	0	0	**0**	0	3		**173**
2016-04-26 10:30:00	10	44	0	0	**54**	0	0		15	62	3	0	**80**	2	1		0	14	3	0	**17**	0	0		0	0	0	0	**0**	0	0		**151**
2016-04-26 10:45:00	7	39	0	0	**46**	0	1		9	60	8	0	**77**	5	2		0	16	8	0	**24**	0	0		2	0	0	0	**2**	0	0		**149**
2016-04-26 11:00:00	11	37	0	0	**48**	0	0		12	66	15	0	**93**	1	2		0	23	5	0	**28**	0	0		0	0	0	0	**0**	0	1		**169**
2016-04-26 11:15:00	10	36	0	0	**46**	0	1		24	76	11	0	**111**	1	12		0	23	8	0	**31**	2	0		0	0	0	0	**0**	2	1		**188**
2016-04-26 11:30:00	7	60	0	0	**67**	0	1		20	73	10	0	**103**	1	4		0	28	6	0	**34**	0	0		0	0	0	0	**0**	1	1		**204**
2016-04-26 11:45:00	8	53	0	0	**61**	0	1		20	70	7	0	**97**	2	5		0	24	7	0	**31**	0	1		0	0	0	0	**0**	3	0		**189**
2016-04-26 12:00:00	13	52	0	0	**65**	1	0		19	57	11	0	**87**	1	5		0	36	5	0	**41**	0	3		0	0	0	0	**0**	1	2		**193**
2016-04-26 12:15:00	17	54	0	0	**71**	1	2		12	87	12	0	**111**	1	0		0	14	7	0	**21**	3	0		0	0	0	0	**0**	8	1		**203**
2016-04-26 12:30:00	8	56	0	0	**64**	0	2		24	87	9	0	**120**	11	4		0	29	3	0	**32**	0	1		0	0	0	0	**0**	3	1		**216**
2016-04-26 12:45:00	12	63	0	0	**75**	2	1		18	91	9	0	**118**	3	4		0	35	1	0	**36**	1	0		0	0	0	0	**0**	0	1		**229**
2016-04-26 13:00:00	13	67	0	0	**80**	0	1		22	90	10	0	**122**	2	2		0	19	3	0	**22**	2	1		0	0	0	0	**0**	2	3		**224**
2016-04-26 13:15:00	8	55	0	0	**63**	1	0		20	92	10	0	**122**	3	3		0	24	5	0	**29**	0	0		0	0	0	0	**0**	2	1		**214**
2016-04-26 13:30:00	14	49	0	0	**63**	0	2		20	83	6	0	**109**	0	4		0	15	8	0	**23**	1	0		0	0	0	0	**0**	1	2		**195**
2016-04-26 13:45:00	5	56	0	0	**61**	2	0		18	96	11	0	**125**	1	2		0	32	9	0	**41**	0	0		2	0	0	0	**2**	0	0		**229**
2016-04-26 14:00:00	12	48	0	0	**60**	2	1		17	84	11	0	**112**	3	0		0	24	3	0	**27**	0	0		1	0	0	0	**1**	1	3		**200**
2016-04-26 14:15:00	4	45	0	0	**49**	4	0		15	84	7	0	**106**	0	1		0	14	4	0	**18**	0	0		0	0	0	0	**0**	0	1		**173**
2016-04-26 14:30:00	23	52	0	0	**75**	1	1		9	99	8	0	**116**	4	2		0	21	2	0	**23**	0	0		0	0	0	0	**0**	2	0		**214**
2016-04-26 14:45:00	21	58	0	0	**79**	0	1		15	79	9	0	**103**	2	1		0	12	8	0	**20**	0	1		0	0	0	0	**0**	3	4		**202**
2016-04-26 15:00:00	10	36	0	0	**46**	0	1		21	99	8	0	**128**	0	1		0	18	5	0	**23**	1	0		0	0	0	0	**0**	0	0		**197**
2016-04-26 15:15:00	14	50	0	0	**64**	1	0		12	95	6	0	**113**	0	1		1	25	7	0	**33**	0	0		0	0	0	0	**0**	0	1		**210**
2016-04-26 15:30:00	25	46	0	0	**71**	0	1		21	101	14	0	**136**	0	2		0	22	4	0	**26**	0	1		0	0	0	0	**0**	0	1		**233**
2016-04-26 15:45:00	18	53	0	0	**71**	0	1		16	120	9	0	**145**	0	1		0	17	5	0	**22**	0	0		0	0	0	0	**0**	1	1		**238**
2016-04-26 16:00:00	22	52	0	0	**74**	2	3		16	118	10	0	**144**	1	2		0	17	4	0	**21**	1	2		0	0	0	0	**0**	0	2		**239**
2016-04-26 16:15:00	33	58	0	0	**91**	2	1		16	89	10	0	**115**	3	4		0	13	5	0	**18**	0	0		0	0	0	0	**0**	0	0		**224**
2016-04-26 16:30:00	47	64	0	0	**111**	0	2		23	127	10	0	**160**	0	1		0	18	2	0	**20**	0	0		0	0	0	0	**0**	5	0		**291**
2016-04-26 16:45:00	28	58	0	0	**86**	0	0		40	97	8	0	**145**	0	1		0	16	4	0	**20**	0	0		0	0	0	0	**0**	1	0		**251**
2016-04-26 17:00:00	31	84	0	0	**115**	0	1		31	147	17	0	**195**	1	0		0	23	3	0	**26**	0	0		0	0	0	0	**0**	3	1		**336**
2016-04-26 17:15:00	29	61	0	0	**90**	0	0		26	139	10	0	**175**	0	1		0	17	8	0	**25**	0	0		0	0	0	0	**0**	0	0		**290**
2016-04-26 17:30:00	25	52	0	0	**77**	0	2		31	121	12	0	**164**	1	7		0	27	8	0	**35**	0	0		0	0	2	0	**2**	1	0		**278**
2016-04-26 17:45:00	13	56	0	0	**69**	1	0		13	97	10	0	**120**	2	2		0	25	1	0	**26**	0	1		0	0	0	0	**0**	0	0		**215**
2016-04-26 18:00:00	14	52	0	0	**66**	0	1		15	92	9	0	**116**	0	0		0	22	4	0	**26**	0	0		0	0	0	0	**0**	0	0		**208**
2016-04-26 18:15:00	14	77	0	0	**91**	0	0		23	95	12	0	**130**	0	1		0	11	2	0	**13**	0	1		0	0	0	0	**0**	0	1		**234**
2016-04-26 18:30:00	9	59	0	0	**68**	0	0		13	73	15	0	**101**	0	0		0	14	2	0	**16**	0	0		0	0	0	0	**0**	0	0		**185**
2016-04-26 18:45:00	10	29	0	0	**39**	0	0		9	60	3	0	**72**	1	0		0	10	2	0	**12**	0	1		0	0	0	0	**0**	0	0		**123**
Grand Total	686	2947	0	0	**3633**	23	38		909	4994	512	0	**6415**	76	101		1	1009	197	0	**1207**	19	14		6	0	2	0	**8**	50	39		**11263**
% Approach	18.9%	81.1%	0.0%	0.0%					14.2%	77.8%	8.0%	0.0%					0.1%	83.6%	16.3%	0.0%					75.0%	0.0%	25.0%	0.0%					
% Total	6.1%	26.2%	0.0%	0.0%	**32.3%**				8.1%	44.3%	4.5%	0.0%	**57.0%**				0.0%	9.0%	1.7%	0.0%	**10.7%**				0.1%	0.0%	0.0%	0.0%	**0.1%**				
Lights and Motorcycles	667	2867	0	0	**3534**				881	4712	490	0	**6083**				1	974	189	0	**1164**				3	0	0	0	**3**				**10784**
% Lights and Motorcycles	97.2%	97.3%	0.0%	0.0%	**97.3%**				96.9%	94.4%	95.7%	0.0%	**94.8%**				100.0%	96.5%	95.9%	0.0%	**96.4%**				50.0%	0.0%	0.0%	0.0%	**37.5%**				**95.7%**
Heavy	19	72	0	0	**91**				27	274	22	0	**323**				0	24	8	0	**32**				3	0	2	0	**5**				**451**
% Heavy	2.8%	2.4%	0.0%	0.0%	**2.5%**				3.0%	5.5%	4.3%	0.0%	**5.0%**				0.0%	2.4%	4.1%	0.0%	**2.7%**				50.0%	0.0%	100.0%	0.0%	**62.5%**				**4.0%**
Bicycles on Road	0	8	0	0	**8**				1	8	0	0	**9**				0	11	0	0	**11**				0	0	0	0	**0**				**28**
% Bicycles on Road	0.0%	0.3%	0.0%	0.0%	**0.2%**				0.1%	0.2%	0.0%	0.0%	**0.1%**				0.0%	1.1%	0.0%	0.0%	**0.9%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.2%**
Pedestrians						23	38							76	101							19	14							50	39		
% Pedestrians						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
AM PEAK TOTAL	50	381	0	0	**431**	0	4		103	864	69	0	**1036**	4	4		0	118	7	0	**125**	0	0		1	0	0	0	**1**	6	3		**1593**
% Approach	11.6%	88.4%	0.0%	0.0%					9.9%	83.4%	6.7%	0.0%					0.0%	94.4%	5.6%	0.0%					100.0%	0.0%	0.0%	0.0%					
% Total	3.1%	23.9%	0.0%	0.0%	**27.1%**				6.5%	54.2%	4.3%	0.0%	**65.0%**				0.0%	7.4%	0.4%	0.0%	**7.8%**				0.1%	0.0%	0.0%	0.0%	**0.1%**				
PHF (7:45 AM - 8:45 AM)	0.658	0.843	0	0	**0.89**				0.757	0.864	0.784	0	**0.912**				0	0.879	0.438	0	**0.831**				0.25	0	0	0	**0.25**				**0.985**
Lights and Motorcycles	49	375	0	0	**424**				101	838	68	0	**1007**				0	114	7	0	**121**				0	0	0	0	**0**				**1552**
% Lights and Motorcycles	98.0%	98.4%	0.0%	0.0%	**98.4%**				98.1%	97.0%	98.6%	0.0%	**97.2%**				0.0%	96.6%	100.0%	0.0%	**96.8%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**97.4%**
Heavy	1	6	0	0	**7**				2	26	1	0	**29**				0	2	0	0	**2**				1	0	0	0	**1**				**39**
% Heavy	2.0%	1.6%	0.0%	0.0%	**1.6%**				1.9%	3.0%	1.4%	0.0%	**2.8%**				0.0%	1.7%	0.0%	0.0%	**1.6%**				100.0%	0.0%	0.0%	0.0%	**100.0%**				**2.4%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				0	2	0	0	**2**				0	0	0	0	**0**				**2**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	1.7%	0.0%	0.0%	**1.6%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.1%**
Pedestrians						0	4							4	4							0	0							6	3		
% Pedestrians						0.0%	100.0%							100.0%	100.0%							0.0%	0.0%							100.0%	100.0%		
PM PEAK TOTAL	135	267	0	0	**402**	0	3		120	510	45	0	**675**	1	3		0	74	17	0	**91**	0	0		0	0	0	0	**0**	9	1		**1168**
% Approach	33.6%	66.4%	0.0%	0.0%					17.8%	75.6%	6.7%	0.0%					0.0%	81.3%	18.7%	0.0%					0.0%	0.0%	0.0%	0.0%					
% Total	11.6%	22.9%	0.0%	0.0%	**34.4%**				10.3%	43.7%	3.9%	0.0%	**57.8%**				0.0%	6.3%	1.5%	0.0%	**7.8%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				
PHF (4:30 PM - 5:30 PM)	0.718	0.795	0	0	**0.874**				0.75	0.867	0.662	0	**0.865**				0	0.804	0.531	0	**0.875**				0	0	0	0	**0**				**0.869**
Lights and Motorcycles	132	262	0	0	**394**				118	488	42	0	**648**				0	74	17	0	**91**				0	0	0	0	**0**				**1133**
% Lights and Motorcycles	97.8%	98.1%	0.0%	0.0%	**98.0%**				98.3%	95.7%	93.3%	0.0%	**96.0%**				0.0%	100.0%	100.0%	0.0%	**100.0%**				0.0%	0.0%	0.0%	0.0%					**97.0%**
Heavy	3	5	0	0	**8**				2	22	3	0	**27**				0	0	0	0	**0**				0	0	0	0	**0**				**35**
% Heavy	2.2%	1.9%	0.0%	0.0%	**2.0%**				1.7%	4.3%	6.7%	0.0%	**4.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%					**3.0%**
Bicycles on Road	0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				0	0	0	0	**0**				**0**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%					**0.0%**
Pedestrians						0	3							1	3							0	0							9	1		
% Pedestrians						0.0%	100.0%							100.0%	100.0%							0.0%	0.0%							100.0%	100.0%		

Study Name 1rst St & Jefferson St

Leg	North								East								South								West							
Direction	Southbound								Westbound								Northbound								Eastbound							
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CC		Int Total
2015-06-02 07:00:00	12	91	0	0	**103**	2	1	0	171	123	0	**294**	2	2	0	0	0	0	0	**0**	3	2	0	0	0	0	0	**0**	8	5		**397**
2015-06-02 07:15:00	9	82	0	0	**91**	0	3	0	248	151	0	**399**	2	1	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**0**	1	3		**490**
2015-06-02 07:30:00	15	107	0	0	**122**	1	9	0	310	153	0	**463**	7	4	0	0	0	0	0	**0**	4	0	0	0	0	0	0	**0**	6	5		**585**
2015-06-02 07:45:00	13	103	0	0	**116**	0	1	0	397	142	0	**539**	2	8	0	0	0	0	0	**0**	7	3	0	0	0	0	0	**0**	4	2		**655**
2015-06-02 08:00:00	14	103	0	0	**117**	1	3	0	346	138	0	**484**	2	2	0	0	0	0	0	**0**	2	2	0	0	0	0	0	**0**	7	12		**601**
2015-06-02 08:15:00	12	83	0	0	**95**	3	1	0	422	136	0	**558**	2	3	0	0	0	0	0	**0**	1	2	0	0	0	0	0	**0**	4	3		**653**
2015-06-02 08:30:00	17	72	0	0	**89**	2	2	0	400	136	0	**536**	0	0	0	0	0	0	0	**0**	5	0	0	0	0	0	0	**0**	6	2		**625**
2015-06-02 08:45:00	17	78	0	0	**95**	4	2	0	366	120	0	**486**	1	2	0	0	0	0	0	**0**	4	2	0	0	0	0	0	**0**	4	5		**581**
2015-06-02 09:00:00	9	91	0	0	**100**	2	3	0	292	116	0	**408**	1	0	0	0	0	0	0	**0**	2	2	0	0	0	0	0	**0**	1	7		**508**
2015-06-02 09:15:00	6	72	0	0	**78**	4	2	0	230	132	0	**362**	1	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**0**	5	0		**440**
2015-06-02 09:30:00	12	77	0	0	**89**	2	1	0	190	132	0	**322**	2	2	0	0	0	0	0	**0**	0	0	0	0	0	0	0	**0**	2	3		**411**
2015-06-02 09:45:00	9	70	0	0	**79**	1	3	0	158	104	0	**262**	1	2	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**0**	5	7		**341**
2015-06-02 10:00:00	9	72	0	0	**81**	1	7	0	134	110	0	**244**	1	0	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**0**	1	6		**325**
2015-06-02 10:15:00	16	72	0	0	**88**	1	2	0	156	84	0	**240**	1	0	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**0**	4	4		**328**
2015-06-02 10:30:00	7	73	0	0	**80**	3	4	0	137	92	0	**229**	0	3	0	0	0	0	0	**0**	2	1	0	0	0	0	0	**0**	3	3		**309**
2015-06-02 10:45:00	15	83	0	0	**98**	0	2	0	104	100	0	**204**	3	1	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	7	3		**302**
2015-06-02 11:00:00	13	89	0	0	**102**	0	1	0	132	94	0	**226**	0	1	0	0	0	0	0	**0**	3	0	0	0	0	0	0	**0**	7	3		**328**
2015-06-02 11:15:00	9	78	0	0	**87**	3	3	0	123	83	0	**206**	1	1	0	0	0	0	0	**0**	0	2	2	0	0	0	0	**2**	4	1		**295**
2015-06-02 11:30:00	9	95	0	0	**104**	0	3	0	118	86	0	**204**	0	5	0	0	0	0	0	**0**	0	1	0	0	0	0	0	**0**	3	5		**308**
2015-06-02 11:45:00	7	106	0	0	**113**	1	3	0	144	94	0	**238**	0	5	0	0	0	0	0	**0**	1	1	0	0	0	0	0	**0**	9	2		**351**
2015-06-02 12:00:00	16	111	0	0	**127**	0	2	0	122	72	0	**194**	7	4	0	0	0	0	0	**0**	1	2	0	0	0	0	0	**0**	4	3		**321**
2015-06-02 12:15:00	12	85	0	0	**97**	1	5	0	139	112	0	**251**	6	2	0	0	0	0	0	**0**	9	3	0	0	0	0	0	**0**	1	4		**348**
2015-06-02 12:30:00	22	84	0	0	**106**	2	4	0	151	92	0	**243**	1	6	0	0	0	0	0	**0**	6	5	0	0	0	0	0	**0**	11	6		**349**
2015-06-02 12:45:00	12	93	0	0	**105**	5	5	0	163	113	0	**276**	3	4	0	0	0	0	0	**0**	0	5	0	0	0	0	0	**0**	9	6		**381**
2015-06-02 13:00:00	15	108	0	0	**123**	9	2	0	148	106	0	**254**	2	2	0	0	0	0	0	**0**	9	0	0	0	0	0	0	**0**	7	1		**377**
2015-06-02 13:15:00	16	93	0	0	**109**	7	9	0	143	110	0	**253**	1	1	0	0	0	0	0	**0**	5	1	0	0	0	0	0	**0**	8	6		**362**
2015-06-02 13:30:00	22	97	0	0	**119**	6	10	0	164	99	0	**263**	3	0	0	0	0	0	0	**0**	7	7	0	0	0	0	0	**0**	8	0		**382**
2015-06-02 13:45:00	14	93	0	0	**107**	2	5	0	146	91	0	**237**	3	0	0	0	0	0	0	**0**	4	1	0	0	0	0	0	**0**	4	0		**344**
2015-06-02 14:00:00	14	116	0	0	**130**	4	4	0	140	85	0	**225**	1	6	0	0	0	0	0	**0**	3	4	0	0	0	0	0	**0**	1	3		**355**
2015-06-02 14:15:00	20	147	0	0	**167**	1	2	0	155	115	0	**270**	2	1	0	0	0	0	0	**0**	1	0	0	0	0	0	0	**0**	3	3		**437**
2015-06-02 14:30:00	11	180	0	0	**191**	0	4	0	192	119	0	**311**	2	5	0	0	0	0	0	**0**	5	6	0	0	0	0	0	**0**	6	2		**502**
2015-06-02 14:45:00	10	124	0	0	**134**	0	4	0	150	111	0	**261**	3	4	0	0	0	0	0	**0**	1	5	0	0	0	0	0	**0**	10	7		**395**
2015-06-02 15:00:00	20	168	0	0	**188**	1	2	0	148	100	0	**248**	1	1	0	0	0	0	0	**0**	1	6	0	0	0	0	0	**0**	8	11		**436**
2015-06-02 15:15:00	11	154	0	0	**165**	11	4	0	163	105	0	**268**	3	4	0	0	0	0	0	**0**	6	3	0	0	0	0	0	**0**	14	4		**433**
2015-06-02 15:30:00	29	182	0	0	**211**	3	2	**1**	177	84	0	**262**	3	5	0	0	0	0	0	**0**	1	5	0	0	0	0	0	**0**	4	8		**473**
2015-06-02 15:45:00	16	161	0	0	**177**	1	7	0	151	83	0	**234**	1	5	0	0	0	0	0	**0**	7	12	0	0	0	0	0	**0**	5	8		**411**
2015-06-02 16:00:00	15	191	0	0	**206**	5	7	0	154	105	0	**259**	7	14	0	0	0	0	0	**0**	4	3	0	0	0	0	0	**0**	15	3		**465**
2015-06-02 16:15:00	21	194	0	0	**215**	1	9	0	150	70	0	**220**	9	6	0	0	0	0	0	**0**	20	2	0	0	0	0	0	**0**	6	5		**435**
2015-06-02 16:30:00	39	194	0	0	**233**	5	6	0	199	98	0	**297**	15	12	0	0	0	0	0	**0**	7	2	0	0	0	0	0	**0**	6	5		**530**
2015-06-02 16:45:00	35	207	0	0	**242**	13	21	0	180	85	0	**265**	5	20	0	0	0	0	0	**0**	20	2	0	0	0	0	0	**0**	8	10		**507**
2015-06-02 17:00:00	45	199	0	0	**244**	13	4	0	217	88	0	**305**	18	4	0	0	0	0	0	**0**	22	8	0	0	0	0	0	**0**	11	3		**549**
2015-06-02 17:15:00	35	191	0	0	**226**	5	16	0	192	86	0	**278**	14	28	0	0	0	0	0	**0**	15	8	0	0	0	0	0	**0**	3	6		**504**
2015-06-02 17:30:00	42	168	0	0	**210**	1	11	0	190	80	0	**270**	6	25	0	0	0	0	0	**0**	12	5	0	0	0	0	0	**0**	0	4		**480**
2015-06-02 17:45:00	27	189	0	0	**216**	7	16	0	228	74	0	**302**	1	16	0	0	0	0	0	**0**	18	8	0	0	0	0	0	**0**	3	4		**518**
2015-06-02 18:00:00	33	160	0	0	**193**	5	17	0	197	87	0	**284**	0	21	0	0	0	0	0	**0**	14	3	0	0	0	0	1	**1**	11	11		**478**
2015-06-02 18:15:00	22	111	0	0	**133**	3	2	0	196	61	0	**257**	0	15	0	0	0	0	0	**0**	20	10	0	0	0	0	0	**0**	12	3		**390**
2015-06-02 18:30:00	30	116	0	0	**146**	3	3	0	157	71	0	**228**	3	21	0	0	0	0	0	**0**	18	3	0	0	0	0	0	**0**	2	3		**374**
2015-06-02 18:45:00	21	98	0	0	**119**	17	28	0	153	57	0	**210**	0	9	0	0	0	0	0	**0**	12	7	0	0	0	0	0	**0**	18	2		**329**
Grand Total	855	5711	0	0	**6566**	162	267	1	9243	4885	0	**14129**	149	283	0	0	0	0	0	**0**	292	148	2	0	0	1	**3**	289	212		**20698**
% Approach	13.0%	87.0%	0.0%	0.0%				0.0%	65.4%	34.6%	0.0%					0.0%	0.0%	0.0%	0.0%					66.7%	0.0%	0.0%	33.3%					
% Total	4.1%	27.6%	0.0%	0.0%	**31.7%**			0.0%	44.7%	23.6%	0.0%	**68.3%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				
Lights and Motorcycles	821	5396	0	0	**6217**			1	8950	4716	0	**13667**				0	0	0	0	**0**				2	0	0	1	**3**				**19887**
% Lights and Motorcycles	96.0%	94.5%	0.0%	0.0%	**94.7%**			100.0%	96.8%	96.5%	0.0%	**96.7%**				0.0%	0.0%	0.0%	0.0%					100.0%	0.0%	0.0%	100.0%	**100.0%**				**96.1%**
Heavy	26	298	0	0	**324**			0	280	169	0	**449**				0	0	0	0	**0**				0	0	0	0	**0**				**773**
% Heavy	3.0%	5.2%	0.0%	0.0%	**4.9%**			0.0%	3.0%	3.5%	0.0%	**3.2%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%	**0.0%**				**3.7%**
Bicycles on Road	8	17	0	0	**25**			0	13	0	0	**13**				0	0	0	0	**0**				0	0	0	0	**0**				**38**
% Bicycles on Road	0.9%	0.3%	0.0%	0.0%	**0.4%**			0.0%	0.1%	0.0%	0.0%	**0.1%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%	**0.0%**				**0.2%**
Pedestrians						162	267						149	283							292	148							289	212		
% Pedestrians						100.0%	100.0%						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
AM PEAK TOTAL	56	361	0	0	**417**	6	7	0	1565	552	0	**2117**	6	13	0	0	0	0	0	**0**	15	7	0	0	0	0	0	**0**	21	19		**2534**
% Approach	13.4%	86.6%	0.0%	0.0%				0.0%	73.9%	26.1%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					
% Total	2.2%	14.2%	0.0%	0.0%	**16.5%**			0.0%	61.8%	21.8%	0.0%	**83.5%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				
PHF (7:45 AM - 8:45 AM)	0.859	0.869	0	0	**0.882**			0	0.926	0.972	0	**0.947**				0	0	0	0	**0**				0	0	0	0	**0**				**0.969**
Lights and Motorcycles	54	331	0	0	**385**			0	1524	541	0	**2065**				0	0	0	0	**0**				0	0	0	0	**0**				**2450**
% Lights and Motorcycles	96.4%	91.7%	0.0%	0.0%	**92.3%**			0.0%	97.4%	98.0%	0.0%	**97.5%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**96.7%**
Heavy	1	27	0	0	**28**			0	35	11	0	**46**				0	0	0	0	**0**				0	0	0	0	**0**				**74**
% Heavy	1.8%	7.5%	0.0%	0.0%	**6.7%**			0.0%	2.2%	2.0%	0.0%	**2.2%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**2.9%**
Bicycles on Road	1	3	0	0	**4**			0	6	0	0	**6**				0	0	0	0	**0**				0	0	0	0	**0**				**10**
% Bicycles on Road	1.8%	0.8%	0.0%	0.0%	**1.0%**			0.0%	0.4%	0.0%	0.0%	**0.3%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**0.4%**
Pedestrians						6	7						6	13							15	7							21	19		
% Pedestrians						100.0%	100.0%						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		
PM PEAK TOTAL	154	791	0	0	**945**	36	47	0	788	357	0	**1145**	52	64	0	0	0	0	0	**0**	64	20	0	0	0	0	0	**0**	28	24		**2090**
% Approach	16.3%	83.7%	0.0%	0.0%				0.0%	68.8%	31.2%	0.0%					0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					
% Total	7.4%	37.8%	0.0%	0.0%	**45.2%**			0.0%	37.7%	17.1%	0.0%	**54.8%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				0.0%	0.0%	0.0%	0.0%	**0.0%**				
PHF (4:30 PM - 5:30 PM)	0.878	0.952	0	0	**0.97**			0	0.906	0.911	0	**0.937**				0	0	0	0	**0**				0	0	0	0	**0**				**0.953**
Lights and Motorcycles	149	763	0	0	**912**			0	765	347	0	**1112**				0	0	0	0	**0**				0	0	0	0	**0**				**2024**
% Lights and Motorcycles	96.8%	96.5%	0.0%	0.0%	**96.5%**			0.0%	97.1%	97.2%	0.0%	**97.1%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**96.8%**
Heavy	2	25	0	0	**27**			0	21	10	0	**31**				0	0	0	0	**0**				0	0	0	0	**0**				**58**
% Heavy	1.3%	3.2%	0.0%	0.0%	**2.9%**			0.0%	2.7%	2.8%	0.0%	**2.7%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**2.8%**
Bicycles on Road	3	3	0	0	**6**			0	2	0	0	**2**				0	0	0	0	**0**				0	0	0	0	**0**				**8**
% Bicycles on Road	1.9%	0.4%	0.0%	0.0%	**0.6%**			0.0%	0.3%	0.0%	0.0%	**0.2%**				0.0%	0.0%	0.0%	0.0%					0.0%	0.0%	0.0%	0.0%					**0.4%**
Pedestrians						36	47						52	64							64	20							28	24		
% Pedestrians						100.0%	100.0%						100.0%	100.0%							100.0%	100.0%							100.0%	100.0%		

Study Name Crittenden Dr & I65 SB On Ramps

Leg	Crittenden Dr							East							Crittenden Dr						
Direction	Southbound							Westbound							Northbound						
Start Time	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-09-15 07:00:00		43	34	0	**77**	0	0	0	0	0	**0**	0	0	24	78	0	**102**	0	0	**179**
2020-09-15 07:15:00		38	19	0	**57**	0	0	0	0	0	**0**	0	0	26	96	0	**122**	0	0	**179**
2020-09-15 07:30:00		44	34	0	**78**	0	0	0	0	0	**0**	0	0	42	114	0	**156**	0	0	**234**
2020-09-15 07:45:00		47	41	0	**88**	0	0	0	0	0	**0**	0	0	42	119	0	**161**	0	0	**249**
2020-09-15 08:00:00		28	27	0	**55**	0	0	0	0	0	**0**	0	0	37	111	0	**148**	0	0	**203**
2020-09-15 08:15:00		45	28	0	**73**	0	0	0	0	0	**0**	0	0	32	102	0	**134**	0	0	**207**
2020-09-15 08:30:00		37	22	0	**59**	0	0	0	0	0	**0**	0	0	43	98	0	**141**	0	0	**200**
2020-09-15 08:45:00		43	20	0	**63**	0	0	0	0	0	**0**	0	0	47	114	0	**161**	0	0	**224**
2020-09-15 09:00:00		49	18	0	**67**	0	0	0	0	0	**0**	0	0	35	140	0	**175**	0	0	**242**
2020-09-15 09:15:00		56	20	0	**76**	0	0	0	0	0	**0**	0	0	21	93	0	**114**	0	0	**190**
2020-09-15 09:30:00		41	20	0	**61**	0	0	0	0	0	**0**	0	0	40	96	0	**136**	0	0	**197**
2020-09-15 09:45:00		35	20	0	**55**	0	0	0	0	0	**0**	0	0	40	113	0	**153**	0	0	**208**
2020-09-15 10:00:00		59	18	0	**77**	0	0	0	0	0	**0**	0	0	35	109	0	**144**	0	0	**221**
2020-09-15 10:15:00		39	20	1	**60**	0	0	0	0	0	**0**	0	0	26	100	0	**126**	0	0	**186**
2020-09-15 10:30:00		39	22	0	**61**	0	0	0	0	0	**0**	0	0	40	98	0	**138**	0	0	**199**
2020-09-15 10:45:00		55	23	0	**78**	0	0	0	0	0	**0**	0	0	31	102	0	**133**	0	0	**211**
2020-09-15 11:00:00		53	17	0	**70**	0	0	0	0	0	**0**	0	0	34	93	0	**127**	0	0	**197**
2020-09-15 11:15:00		62	24	0	**86**	0	0	0	0	0	**0**	0	0	34	92	0	**126**	0	0	**212**
2020-09-15 11:30:00		58	15	0	**73**	0	0	0	0	0	**0**	0	0	41	118	0	**159**	0	0	**232**
2020-09-15 11:45:00		59	22	0	**81**	0	0	0	0	0	**0**	0	0	50	117	0	**167**	0	0	**248**
2020-09-15 12:00:00		70	21	0	**91**	0	0	0	0	0	**0**	0	0	44	112	0	**156**	0	0	**247**
2020-09-15 12:15:00		62	30	0	**92**	0	0	0	0	0	**0**	0	0	27	127	0	**154**	0	0	**246**
2020-09-15 12:30:00		61	25	0	**86**	0	0	0	0	0	**0**	0	0	50	117	0	**167**	0	0	**253**
2020-09-15 12:45:00		53	16	0	**69**	0	0	0	0	0	**0**	0	0	39	106	0	**145**	0	0	**214**
2020-09-15 13:00:00		64	31	0	**95**	0	0	0	0	0	**0**	0	0	48	102	0	**150**	0	0	**245**
2020-09-15 13:15:00		50	20	0	**70**	0	0	0	0	0	**0**	0	0	37	104	0	**141**	0	0	**211**
2020-09-15 13:30:00		60	22	0	**82**	0	0	0	0	0	**0**	0	0	37	125	0	**162**	0	0	**244**
2020-09-15 13:45:00		61	25	0	**86**	0	0	0	0	0	**0**	0	0	55	120	0	**175**	0	0	**261**
2020-09-15 14:00:00		71	30	0	**101**	0	0	0	0	0	**0**	0	0	52	127	0	**179**	0	0	**280**
2020-09-15 14:15:00		51	25	0	**76**	0	0	0	0	0	**0**	0	0	39	106	0	**145**	0	0	**221**
2020-09-15 14:30:00		80	30	0	**110**	0	0	0	0	0	**0**	0	0	56	124	0	**180**	0	0	**290**
2020-09-15 14:45:00		60	31	0	**91**	0	0	0	0	0	**0**	0	0	54	129	0	**183**	0	0	**274**
2020-09-15 15:00:00		70	32	0	**102**	0	0	0	0	0	**0**	0	0	40	139	0	**179**	0	0	**281**
2020-09-15 15:15:00		65	41	0	**106**	0	0	0	0	0	**0**	0	0	51	112	0	**163**	0	0	**269**
2020-09-15 15:30:00		70	27	0	**97**	0	0	0	0	0	**0**	0	0	102	146	0	**248**	0	0	**345**
2020-09-15 15:45:00		65	50	0	**115**	0	0	0	0	0	**0**	0	0	67	136	0	**203**	0	0	**318**
2020-09-15 16:00:00		60	33	0	**93**	0	0	0	0	0	**0**	0	0	87	185	0	**272**	0	0	**365**
2020-09-15 16:15:00		84	48	0	**132**	0	0	0	0	0	**0**	0	0	85	142	0	**227**	0	0	**359**
2020-09-15 16:30:00		73	43	0	**116**	0	0	0	0	0	**0**	0	0	81	152	0	**233**	0	0	**349**
2020-09-15 16:45:00		64	28	0	**92**	0	0	0	0	0	**0**	0	0	62	147	0	**209**	0	0	**301**
2020-09-15 17:00:00		65	38	0	**103**	0	0	0	0	0	**0**	0	0	89	152	0	**241**	0	0	**344**
2020-09-15 17:15:00		93	40	0	**133**	0	0	0	0	0	**0**	0	0	53	156	0	**209**	0	0	**342**
2020-09-15 17:30:00		71	42	0	**113**	0	0	0	0	0	**0**	0	0	70	158	0	**228**	0	0	**341**
2020-09-15 17:45:00		50	27	0	**77**	0	0	0	0	0	**0**	0	0	45	113	0	**158**	0	0	**235**
2020-09-15 18:00:00		65	28	0	**93**	0	0	0	0	0	**0**	0	0	47	98	0	**145**	0	0	**238**
2020-09-15 18:15:00		67	34	0	**101**	0	0	0	0	0	**0**	0	0	39	98	0	**137**	0	0	**238**
2020-09-15 18:30:00		62	30	0	**92**	0	0	0	0	0	**0**	0	0	40	98	0	**138**	0	0	**230**
2020-09-15 18:45:00		52	24	0	**76**	0	0	0	0	0	**0**	0	0	35	83	0	**118**	0	0	**194**
Grand Total		2749	1335	1	**4085**	0	0	0	0	0	**0**	0	0	2251	5617	0	**7868**	0	0	**11953**
% Approach		67.3%	32.7%	0.0%				0.0%	0.0%	0.0%				28.6%	71.4%	0.0%				
% Total		23.0%	11.2%	0.0%	**34.2%**			0.0%	0.0%	0.0%	**0.0%**			18.8%	47.0%	0.0%	**65.8%**			
Motorcycles		5	1	0	**6**			0	0	0	**0**			4	22	0	**26**			**32**
% Motorcycles		0.2%	0.1%	0.0%	**0.1%**			0.0%	0.0%	0.0%				0.2%	0.4%	0.0%	**0.3%**			**0.3%**
Lights		2636	1300	1	**3937**			0	0	0	**0**			2067	5271	0	**7338**			**11275**
% Lights		95.9%	97.4%	100.0%	**96.4%**			0.0%	0.0%	0.0%				91.8%	93.8%	0.0%	**93.3%**			**94.3%**
Single-Unit Trucks		68	26	0	**94**			0	0	0	**0**			84	179	0	**263**			**357**
% Single-Unit Trucks		2.5%	1.9%	0.0%	**2.3%**			0.0%	0.0%	0.0%				3.7%	3.2%	0.0%	**3.3%**			**3.0%**
Articulated Trucks		20	4	0	**24**			0	0	0	**0**			90	119	0	**209**			**233**
% Articulated Trucks		0.7%	0.3%	0.0%	**0.6%**			0.0%	0.0%	0.0%				4.0%	2.1%	0.0%	**2.7%**			**1.9%**
Buses		18	4	0	**22**			0	0	0	**0**			6	25	0	**31**			**53**
% Buses		0.7%	0.3%	0.0%	**0.5%**			0.0%	0.0%	0.0%				0.3%	0.4%	0.0%	**0.4%**			**0.4%**
Bicycles on Road		2	0	0	**2**			0	0	0	**0**			0	1	0	**1**			**3**
% Bicycles on Road		0.1%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians						0	0					0	0					0	0	
% Pedestrians						0.0%	0.0%					0.0%	0.0%					0.0%	0.0%	
AM PEAK TOTAL		164	130	0	**294**	0	0	0	0	0	**0**	0	0	153	446	0	**599**	0	0	**893**
% Approach		55.8%	44.2%	0.0%				0.0%	0.0%	0.0%				25.5%	74.5%	0.0%				
% Total		18.4%	14.6%	0.0%	**32.9%**			0.0%	0.0%	0.0%	**0.0%**			17.1%	49.9%	0.0%	**67.1%**			
PHF (7:30 AM - 8:30 AM)		0.872	0.793	0	**0.835**			0	0	0	**0**			0.911	0.937	0	**0.93**			**0.897**
Motorcycles		1	0	0	**1**			0	0	0	**0**			0	2	0	**2**			**3**
% Motorcycles		0.6%	0.0%	0.0%	**0.3%**			0.0%	0.0%	0.0%				0.0%	0.4%	0.0%	**0.3%**			**0.3%**
Lights		154	125	0	**279**			0	0	0	**0**			130	403	0	**533**			**812**
% Lights		93.9%	96.2%	0.0%	**94.9%**			0.0%	0.0%	0.0%				85.0%	90.4%	0.0%	**89.0%**			**90.9%**
Single-Unit Trucks		4	4	0	**8**			0	0	0	**0**			12	24	0	**36**			**44**
% Single-Unit Trucks		2.4%	3.1%	0.0%	**2.7%**			0.0%	0.0%	0.0%				7.8%	5.4%	0.0%	**6.0%**			**4.9%**
Articulated Trucks		3	1	0	**4**			0	0	0	**0**			10	14	0	**24**			**28**
% Articulated Trucks		1.8%	0.8%	0.0%	**1.4%**			0.0%	0.0%	0.0%				6.5%	3.1%	0.0%	**4.0%**			**3.1%**
Buses		2	0	0	**2**			0	0	0	**0**			1	3	0	**4**			**6**
% Buses		1.2%	0.0%	0.0%	**0.7%**			0.0%	0.0%	0.0%				0.7%	0.7%	0.0%	**0.7%**			**0.7%**
Bicycles on Road		0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**
% Bicycles on Road		0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians						0	0					0	0					0	0	
% Pedestrians						0.0%	0.0%					0.0%	0.0%					0.0%	0.0%	
PM PEAK TOTAL		282	174	0	**456**	0	0	0	0	0	**0**	0	0	320	615	0	**935**	0	0	**1391**
% Approach		61.8%	38.2%	0.0%				0.0%	0.0%	0.0%				34.2%	65.8%	0.0%				
% Total		20.3%	12.5%	0.0%	**32.8%**			0.0%	0.0%	0.0%	**0.0%**			23.0%	44.2%	0.0%	**67.2%**			
PHF (3:45 PM - 4:45 PM)		0.839	0.87	0	**0.864**			0	0	0	**0**			0.92	0.831	0	**0.859**			**0.953**
Motorcycles		0	0	0	**0**			0	0	0	**0**			0	3	0	**3**			**3**
% Motorcycles		0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%				0.0%	0.5%	0.0%	**0.3%**			**0.2%**
Lights		275	173	0	**448**			0	0	0	**0**			304	592	0	**896**			**1344**
% Lights		97.5%	99.4%	0.0%	**98.2%**			0.0%	0.0%	0.0%				95.0%	96.3%	0.0%	**95.8%**			**96.6%**
Single-Unit Trucks		5	0	0	**5**			0	0	0	**0**			5	13	0	**18**			**23**
% Single-Unit Trucks		1.8%	0.0%	0.0%	**1.1%**			0.0%	0.0%	0.0%				1.6%	2.1%	0.0%	**1.9%**			**1.7%**
Articulated Trucks		0	1	0	**1**			0	0	0	**0**			10	6	0	**16**			**17**
% Articulated Trucks		0.0%	0.6%	0.0%	**0.2%**			0.0%	0.0%	0.0%				3.1%	1.0%	0.0%	**1.7%**			**1.2%**
Buses		2	0	0	**2**			0	0	0	**0**			1	1	0	**2**			**4**
% Buses		0.7%	0.0%	0.0%	**0.4%**			0.0%	0.0%	0.0%				0.3%	0.2%	0.0%	**0.2%**			**0.3%**
Bicycles on Road		0	0	0	**0**			0	0	0	**0**			0	0	0	**0**			**0**
% Bicycles on Road		0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	**0.0%**			**0.0%**
Pedestrians						0	0					0	0					0	0	
% Pedestrians						0.0%	0.0%					0.0%	0.0%					0.0%	0.0%	

Study Name: University Dr & Arthur St ./ I65 On Ramp

Leg	Arthur St								University Blvd								Arthur St								University Blvd							
Direction	Southbound								Westbound								Northbound								Eastbound							
Start Time	Right	Thru	Bear left	Left	U-Turn	App Tota	Peds CW	Peds CCW	Right	Thru	Left	Hard left	U-Turn	App Tota	Peds CW	Peds CCW	Hard right	Right	Thru	Left	U-Turn	App Tota	Peds CW	Peds CCW	Right	Bear right	Thru	Left	U-Turn	App Tota	Peds CW	Peds CCW	Int Total
2020-09-15 07:00:00	20	7	7	13	0	**47**	4	10	0	38	14	2	0	**54**	0	0	0	0	0	0	0	**0**	1	3	1	6	12	0	0	**19**	0	3	**120**
2020-09-15 07:15:00	22	10	4	14	0	**50**	11	2	0	60	5	8	0	**73**	0	0	0	0	0	0	0	**0**	0	1	2	5	14	0	0	**21**	0	0	**144**
2020-09-15 07:30:00	23	9	6	26	0	**64**	1	2	0	51	11	9	0	**71**	0	0	0	0	0	0	0	**0**	1	0	3	3	21	0	0	**27**	0	0	**162**
2020-09-15 07:45:00	29	11	10	29	0	**79**	0	4	0	56	4	4	0	**64**	1	3	0	0	0	0	0	**0**	5	0	1	12	30	0	0	**43**	0	0	**186**
2020-09-15 08:00:00	32	13	19	13	0	**77**	1	1	0	40	3	7	0	**50**	0	0	0	0	0	0	0	**0**	3	1	0	11	22	0	0	**33**	1	0	**160**
2020-09-15 08:15:00	26	10	10	15	0	**61**	0	1	0	53	5	10	0	**68**	0	0	0	0	0	0	0	**0**	5	0	0	10	22	0	0	**32**	0	0	**161**
2020-09-15 08:30:00	27	17	13	21	0	**78**	1	2	0	58	3	5	0	**66**	0	1	0	0	0	0	0	**0**	5	1	1	10	19	0	0	**30**	0	0	**174**
2020-09-15 08:45:00	21	17	12	20	0	**70**	5	0	0	70	7	6	0	**83**	0	0	0	0	0	0	0	**0**	3	8	1	14	21	0	0	**36**	0	4	**189**
2020-09-15 09:00:00	26	9	8	15	0	**58**	0	5	0	68	1	10	0	**79**	0	0	0	0	0	0	0	**0**	3	1	2	10	22	0	0	**34**	0	0	**171**
2020-09-15 09:15:00	15	22	17	22	0	**76**	3	4	0	82	12	6	0	**100**	1	0	0	0	0	0	0	**0**	7	0	3	13	26	0	0	**42**	0	0	**218**
2020-09-15 09:30:00	25	8	14	15	0	**62**	1	3	0	57	4	10	0	**71**	0	0	0	0	0	0	0	**0**	4	0	1	11	28	0	0	**40**	0	0	**173**
2020-09-15 09:45:00	15	10	7	19	0	**51**	1	9	0	47	8	6	0	**61**	1	0	0	0	0	0	0	**0**	6	0	0	14	16	0	0	**30**	1	0	**142**
2020-09-15 10:00:00	19	8	8	16	0	**51**	1	3	0	50	3	6	0	**59**	0	0	0	0	0	0	0	**0**	6	1	0	12	29	0	0	**41**	0	0	**151**
2020-09-15 10:15:00	19	11	9	9	0	**48**	0	9	0	57	4	10	0	**71**	0	3	0	0	0	0	0	**0**	2	0	1	11	24	0	0	**36**	0	0	**155**
2020-09-15 10:30:00	17	14	6	18	0	**55**	4	2	0	61	3	8	0	**72**	0	0	0	0	0	0	0	**0**	5	2	0	16	26	0	0	**42**	3	0	**169**
2020-09-15 10:45:00	20	11	7	20	0	**58**	3	5	0	62	8	6	0	**76**	0	0	0	0	0	0	0	**0**	12	6	4	17	34	0	0	**55**	1	2	**189**
2020-09-15 11:00:00	18	9	11	22	0	**60**	0	3	0	38	4	7	0	**49**	0	0	0	0	0	0	0	**0**	2	3	4	10	29	0	0	**43**	0	0	**152**
2020-09-15 11:15:00	14	8	7	17	0	**46**	0	5	1	40	2	9	0	**52**	0	0	0	0	0	0	0	**0**	3	1	2	16	24	0	0	**42**	0	0	**140**
2020-09-15 11:30:00	17	10	29	23	0	**79**	3	0	0	50	0	11	0	**61**	0	0	0	0	0	0	0	**0**	2	2	1	15	39	0	0	**55**	0	0	**195**
2020-09-15 11:45:00	15	9	19	19	0	**62**	1	3	0	54	7	8	0	**69**	0	0	0	0	0	0	0	**0**	4	1	2	21	35	0	0	**58**	1	0	**189**
2020-09-15 12:00:00	18	7	10	21	0	**56**	5	1	0	64	7	7	0	**78**	1	1	0	0	0	0	0	**0**	4	10	3	22	37	0	0	**62**	0	0	**196**
2020-09-15 12:15:00	26	22	12	26	0	**86**	4	3	0	67	7	16	0	**90**	0	0	0	0	0	0	0	**0**	4	4	1	24	38	0	0	**63**	0	0	**239**
2020-09-15 12:30:00	27	12	20	17	0	**76**	3	4	0	72	7	4	0	**83**	2	1	0	0	0	0	0	**0**	4	2	1	22	48	0	0	**71**	0	0	**230**
2020-09-15 12:45:00	21	12	15	26	0	**74**	10	4	0	65	7	13	0	**85**	0	0	0	0	0	0	0	**0**	9	1	2	17	32	0	0	**51**	1	0	**210**
2020-09-15 13:00:00	17	11	20	12	0	**60**	1	1	0	56	2	10	0	**68**	0	0	0	0	0	0	0	**0**	3	4	0	23	33	0	0	**56**	0	0	**184**
2020-09-15 13:15:00	20	9	18	25	0	**72**	1	0	0	56	4	3	0	**63**	0	0	0	0	0	0	0	**0**	1	1	1	15	31	0	0	**47**	0	0	**182**
2020-09-15 13:30:00	28	11	17	20	0	**76**	2	5	1	61	3	14	0	**79**	0	1	0	0	0	0	0	**0**	5	3	0	20	45	0	0	**65**	0	0	**220**
2020-09-15 13:45:00	24	12	17	22	0	**75**	0	4	0	72	13	8	0	**93**	0	1	0	0	0	0	0	**0**	2	5	0	18	27	0	0	**45**	1	0	**213**
2020-09-15 14:00:00	20	15	18	18	0	**71**	1	6	0	71	6	4	0	**81**	0	1	0	0	0	0	0	**0**	10	8	1	28	41	0	0	**70**	0	2	**222**
2020-09-15 14:15:00	13	10	14	27	0	**64**	1	7	0	64	9	10	0	**83**	0	0	0	0	0	1	0	**1**	9	2	0	28	40	0	0	**68**	0	0	**216**
2020-09-15 14:30:00	11	11	19	24	0	**65**	5	1	0	51	6	12	0	**69**	0	0	0	0	0	0	0	**0**	3	6	2	25	38	0	0	**65**	0	1	**199**
2020-09-15 14:45:00	13	11	13	18	0	**55**	2	2	0	57	7	13	0	**77**	0	0	0	0	0	0	0	**0**	1	3	0	26	41	0	0	**67**	0	0	**199**
2020-09-15 15:00:00	18	20	19	26	0	**83**	2	0	0	67	3	5	0	**75**	1	0	0	0	0	1	0	**1**	6	0	4	16	38	0	0	**58**	0	0	**217**
2020-09-15 15:15:00	15	13	26	30	0	**84**	4	3	0	55	15	6	0	**76**	0	0	0	0	0	0	0	**0**	1	5	2	22	36	0	0	**60**	0	0	**220**
2020-09-15 15:30:00	10	16	25	22	0	**73**	7	1	1	55	4	6	0	**66**	0	0	0	0	0	0	0	**0**	4	4	3	41	42	0	0	**86**	0	0	**225**
2020-09-15 15:45:00	12	20	23	26	0	**81**	5	6	0	57	9	15	0	**81**	0	0	0	0	0	0	0	**0**	3	3	4	15	36	0	0	**55**	0	0	**217**
2020-09-15 16:00:00	16	16	29	31	0	**92**	8	1	0	65	9	24	0	**98**	0	0	0	0	0	0	0	**0**	1	4	4	34	60	0	0	**98**	0	0	**288**
2020-09-15 16:15:00	13	5	32	22	0	**72**	3	0	0	56	9	14	0	**79**	0	0	0	0	0	0	0	**0**	0	7	1	43	34	0	0	**78**	0	0	**229**
2020-09-15 16:30:00	14	15	34	27	0	**90**	3	3	1	41	3	13	0	**58**	0	0	0	0	0	0	0	**0**	2	9	1	49	64	0	0	**114**	0	0	**262**
2020-09-15 16:45:00	9	21	27	26	0	**83**	6	5	1	72	8	22	0	**103**	0	0	0	0	0	0	0	**0**	3	10	3	23	40	0	0	**66**	0	1	**252**
2020-09-15 17:00:00	16	16	23	28	0	**83**	4	0	0	64	4	14	0	**82**	0	0	0	0	0	0	0	**0**	0	8	3	47	47	0	0	**97**	0	0	**262**
2020-09-15 17:15:00	16	12	36	34	0	**98**	2	1	0	80	6	11	0	**97**	0	0	0	0	0	0	0	**0**	1	10	3	36	53	0	0	**92**	0	0	**287**
2020-09-15 17:30:00	20	18	24	28	0	**90**	0	4	0	61	7	11	0	**79**	0	0	0	0	0	0	0	**0**	0	4	1	36	49	0	0	**86**	0	0	**255**
2020-09-15 17:45:00	13	16	18	22	0	**69**	6	0	0	75	10	13	0	**98**	0	0	0	0	0	0	0	**0**	1	1	2	16	43	0	0	**61**	0	0	**228**
2020-09-15 18:00:00	13	8	22	25	0	**68**	1	0	0	59	6	10	0	**75**	0	0	0	0	0	0	0	**0**	0	3	3	14	31	0	0	**48**	0	0	**191**
2020-09-15 18:15:00	15	15	20	18	0	**68**	2	1	0	44	14	7	0	**65**	0	0	0	0	0	0	0	**0**	1	2	0	33	25	0	0	**58**	1	0	**191**
2020-09-15 18:30:00	9	8	13	20	0	**50**	8	2	0	59	5	12	0	**76**	0	0	0	0	0	0	0	**0**	0	2	0	17	35	0	0	**52**	0	0	**178**
2020-09-15 18:45:00	10	12	20	19	0	**61**	1	1	0	65	5	6	0	**76**	0	0	0	0	0	0	0	**0**	0	3	0	23	37	0	0	**60**	0	1	**197**
Grand Total	877	597	807	1026	0	**3307**	137	139	5	2823	303	451	0	**3582**	7	12	0	0	0	2	0	**2**	157	155	74	970	1614	0	0	**2658**	10	14	**9549**
% Approach	26.5%	18.1%	24.4%	31.0%	0.0%				0.1%	78.8%	8.5%	12.6%	0.0%				0.0%	0.0%	0.0%	100.0%	0.0%				2.8%	36.5%	60.7%	0.0%	0.0%				
% Total	9.2%	6.3%	8.5%	10.7%	0.0%	**34.6%**			0.1%	29.6%	3.2%	4.7%	0.0%	**37.5%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.8%	10.2%	16.9%	0.0%	0.0%	**27.8%**			
Motorcycles	2	3	7	3	0	**15**			0	19	1	2	0	**22**			0	0	0	0	0	**0**			0	1	5	0	0	**6**			**43**
% Motorcycles	0.2%	0.5%	0.9%	0.3%	0.0%	**0.5%**			0.0%	0.7%	0.3%	0.4%	0.0%	**0.6%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.1%	0.3%	0.0%	0.0%	**0.2%**			**0.5%**
Lights	844	583	778	986	0	**3191**			2	2661	290	436	0	**3389**			0	0	0	2	0	**2**			70	950	1497	0	0	**2517**			**9099**
% Lights	96.2%	97.7%	96.4%	96.1%	0.0%	**96.5%**			40.0%	94.3%	95.7%	96.7%	0.0%	**94.6%**			0.0%	0.0%	0.0%	100.0%	0.0%	**100.0%**			94.6%	97.9%	92.8%	0.0%	0.0%	**94.7%**			**95.3%**
Single-Unit Trucks	24	10	10	24	0	**68**			0	60	10	9	0	**79**			0	0	0	0	0	**0**			0	13	31	0	0	**44**			**191**
% Single-Unit Trucks	2.7%	1.7%	1.2%	2.3%	0.0%	**2.1%**			0.0%	2.1%	3.3%	2.0%	0.0%	**2.2%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.3%	1.9%	0.0%	0.0%	**1.7%**			**2.0%**
Articulated Trucks	6	0	11	9	0	**26**			0	3	2	2	0	**7**			0	0	0	0	0	**0**			1	5	19	0	0	**25**			**58**
% Articulated Trucks	0.7%	0.0%	1.4%	0.9%	0.0%	**0.8%**			0.0%	0.1%	0.7%	0.4%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			1.4%	0.5%	1.2%	0.0%	0.0%	**0.9%**			**0.6%**
Buses	1	1	1	4	0	**7**			0	59	0	2	0	**61**			0	0	0	0	0	**0**			3	1	51	0	0	**55**			**123**
% Buses	0.1%	0.2%	0.1%	0.4%	0.0%	**0.2%**			0.0%	2.1%	0.0%	0.4%	0.0%	**1.7%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			4.1%	0.1%	3.2%	0.0%	0.0%	**2.1%**			**1.3%**
Bicycles on Road	0	0	0	0	0	**0**			3	21	0	0	0	**24**			0	0	0	0	0	**0**			0	0	11	0	0	**11**			**35**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			60.0%	0.7%	0.0%	0.0%	0.0%	**0.7%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.7%	0.0%	0.0%	**0.4%**			**0.4%**
Pedestrians							137	139							7	12							157	155							10	14	
% Pedestrians							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%	
AM PEAK TOTAL	89	65	50	78	0	**282**	9	11	0	278	23	27	0	**328**	1	1	0	0	0	0	0	**0**	18	10	7	47	88	0	0	**142**	0	4	**752**
% Approach	31.6%	23.0%	17.7%	27.7%	0.0%				0.0%	84.8%	7.0%	8.2%	0.0%				0.0%	0.0%	0.0%	0.0%	0.0%				4.9%	33.1%	62.0%	0.0%	0.0%				
% Total	11.8%	8.6%	6.6%	10.4%	0.0%	**37.5%**			0.0%	37.0%	3.1%	3.6%	0.0%	**43.6%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.9%	6.3%	11.7%	0.0%	0.0%	**18.9%**			
PHF (8:30 AM - 9:30 AM)	0.824	0.739	0.735	0.886	0	**0.904**			0	0.849	0.479	0.675	0	**0.821**			0	0	0	0	0	**0**			0.583	0.839	0.846	0	0	**0.845**			**0.863**
Motorcycles	0	0	0	0	0	**0**			0	1	1	0	0	**2**			0	0	0	0	0	**0**			0	0	0	0	0	**0**			**2**
% Motorcycles	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.4%	4.3%	0.0%	0.0%	**0.6%**			0.0%	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.3%**
Lights	88	65	47	69	0	**269**			0	265	21	27	0	**313**			0	0	0	0	0	**0**			7	44	79	0	0	**130**			**712**
% Lights	98.9%	100.0%	94.0%	88.5%	0.0%	**95.4%**			0.0%	95.3%	91.3%	100.0%	0.0%	**95.4%**			0.0%	0.0%	0.0%	0.0%	0.0%				100.0%	93.6%	89.8%	0.0%	0.0%	**91.5%**			**94.7%**
Single-Unit Trucks	0	0	2	8	0	**10**			0	4	1	0	0	**5**			0	0	0	0	0	**0**			0	2	3	0	0	**5**			**20**
% Single-Unit Trucks	0.0%	0.0%	4.0%	10.3%	0.0%	**3.5%**			0.0%	1.4%	4.3%	0.0%	0.0%	**1.5%**			0.0%	0.0%	0.0%	0.0%	0.0%				0.0%	4.3%	3.4%	0.0%	0.0%	**3.5%**			**2.7%**
Articulated Trucks	1	0	1	1	0	**3**			0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	1	3	0	0	**4**			**7**
% Articulated Trucks	1.1%	0.0%	2.0%	1.3%	0.0%	**1.1%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%				0.0%	2.1%	3.4%	0.0%	0.0%	**2.8%**			**0.9%**
Buses	0	0	0	0	0	**0**			0	5	0	0	0	**5**			0	0	0	0	0	**0**			0	0	3	0	0	**3**			**8**
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.8%	0.0%	0.0%	0.0%	**1.5%**			0.0%	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	3.4%	0.0%	0.0%	**2.1%**			**1.1%**
Bicycles on Road	0	0	0	0	0	**0**			0	3	0	0	0	**3**			0	0	0	0	0	**0**			0	0	0	0	0	**0**			**3**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.1%	0.0%	0.0%	0.0%	**0.9%**			0.0%	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.4%**
Pedestrians							9	11							1	1							18	10							0	4	
% Pedestrians							100.0%	100.0%							100.0%	100.0%							100.0%	100.0%							0.0%	100.0%	
PM PEAK TOTAL	55	64	120	115	0	**354**	15	9	2	257	21	60	0	**340**	0	0	0	0	0	0	0	**0**	6	37	10	155	204	0	0	**369**	0	1	**1063**
% Approach	15.5%	18.1%	33.9%	32.5%	0.0%				0.6%	75.6%	6.2%	17.6%	0.0%				0.0%	0.0%	0.0%	0.0%	0.0%				2.7%	42.0%	55.3%	0.0%	0.0%				
% Total	5.2%	6.0%	11.3%	10.8%	0.0%	**33.3%**			0.2%	24.2%	2.0%	5.6%	0.0%	**32.0%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.9%	14.6%	19.2%	0.0%	0.0%	**34.7%**			
PHF (4:30 PM - 5:30 PM)	0.859	0.762	0.833	0.846	0	**0.903**			0.25	0.797	0.656	0.682	0	**0.834**			0	0	0	0	0	**0**			0.833	0.791	0.797	0	0	**0.809**			**0.923**
Motorcycles	0	1	0	0	0	**1**			0	1	0	0	0	**1**			0	0	0	0	0	**0**			0	0	0	0	0	**0**			**2**
% Motorcycles	0.0%	1.6%	0.0%	0.0%	0.0%	**0.3%**			0.0%	0.4%	0.0%	0.0%	0.0%	**0.3%**			0.0%	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.2%**
Lights	55	63	119	113	0	**350**			1	247	21	60	0	**329**	0	0	0	0	0	0	0	**0**			10	154	195	0	0	**359**	0	1	**1038**
% Lights	100.0%	98.4%	99.2%	98.3%	0.0%	**98.9%**			50.0%	96.1%	100.0%	100.0%	0.0%	**96.8%**			0.0%	0.0%	0.0%	0.0%	0.0%				100.0%	99.4%	95.6%	0.0%	0.0%	**97.3%**			**97.6%**
Single-Unit Trucks	0	0	0	0	0	**0**			0	3	0	0	0	**3**			0	0	0	0	0	**0**			0	0	2	0	0	**2**			**5**
% Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.2%	0.0%	0.0%	0.0%	**0.9%**			0.0%	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	1.0%	0.0%	0.0%	**0.5%**			**0.5%**
Articulated Trucks	0	0	1	2	0	**3**			0	0	0	0	0	**0**			0	0	0	0	0	**0**			0	1	4	0	0	**5**			**8**
% Articulated Trucks	0.0%	0.0%	0.8%	1.7%	0.0%	**0.8%**			0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	0.0%				0.0%	0.6%	2.0%	0.0%	0.0%	**1.4%**			**0.8%**
Buses	0	0	0	0	0	**0**			0	4	0	0	0	**4**			0	0	0	0	0	**0**			0	0	3	0	0	**3**			**7**
% Buses	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.6%	0.0%	0.0%	0.0%	**1.2%**			0.0%	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	1.5%	0.0%	0.0%	**0.8%**			**0.7%**
Bicycles on Road	0	0	0	0	0	**0**			1	2	0	0	0	**3**			0	0	0	0	0	**0**			0	0	0	0	0	**0**			**3**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			50.0%	0.8%	0.0%	0.0%	0.0%	**0.9%**			0.0%	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.3%**
Pedestrians							15	9							0	0							6	37							0	1	
% Pedestrians							100.0%	100.0%							0.0%	0.0%							100.0%	100.0%							0.0%	100.0%	

Study Name: University Dr & I65 NB Ramps

Leg	I65 NB On Ramp							University Dr					I65 NB Off Ramp							University Dr					
Direction	Southbound							Westbound					Northbound							Eastbound					
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-09-15 07:00:00	0	0	0	0	**0**	0	8	25	12	0	0	**37**	0	5	8	0	40	0	**48**	3	2	0	19	8	0	**27**	0	0	**112**
2020-09-15 07:15:00	0	0	0	0	**0**	15	2	25	27	0	0	**52**	13	1	15	0	47	0	**62**	0	2	0	16	12	0	**28**	0	0	**142**
2020-09-15 07:30:00	0	0	0	0	**0**	1	2	39	19	0	0	**58**	0	1	12	0	52	0	**64**	3	0	0	27	20	0	**47**	0	0	**169**
2020-09-15 07:45:00	0	0	0	0	**0**	0	1	45	17	0	0	**62**	0	0	11	0	45	0	**56**	6	1	0	38	18	0	**56**	0	0	**174**
2020-09-15 08:00:00	0	0	0	0	**0**	1	1	31	22	0	0	**53**	0	0	13	0	28	0	**41**	3	1	1	25	13	0	**39**	0	0	**133**
2020-09-15 08:15:00	0	0	0	0	**0**	1	1	32	26	0	0	**58**	1	0	7	0	43	0	**50**	5	0	0	24	13	0	**37**	0	0	**145**
2020-09-15 08:30:00	0	0	0	0	**0**	0	3	48	28	0	0	**76**	0	1	12	0	40	0	**52**	6	0	0	19	19	0	**38**	0	0	**166**
2020-09-15 08:45:00	0	0	0	0	**0**	7	0	34	32	0	0	**66**	4	0	8	0	52	0	**60**	3	8	0	22	18	0	**40**	0	0	**166**
2020-09-15 09:00:00	0	0	0	0	**0**	0	5	35	34	0	0	**69**	0	0	9	2	45	0	**56**	3	1	0	27	12	0	**39**	0	0	**164**
2020-09-15 09:15:00	0	0	0	0	**0**	2	3	28	23	0	0	**51**	0	0	11	0	74	0	**85**	7	1	0	27	21	0	**48**	0	0	**184**
2020-09-15 09:30:00	0	0	0	0	**0**	2	4	35	26	0	0	**61**	0	1	4	0	45	0	**49**	4	0	0	31	10	0	**41**	0	0	**151**
2020-09-15 09:45:00	0	0	0	0	**0**	0	10	14	22	0	0	**36**	0	3	10	0	42	0	**52**	6	2	0	27	9	0	**36**	0	1	**124**
2020-09-15 10:00:00	0	0	0	0	**0**	1	3	24	31	0	0	**55**	0	1	11	0	31	0	**42**	7	1	0	26	18	0	**44**	0	0	**141**
2020-09-15 10:15:00	0	0	0	0	**0**	0	5	25	33	0	0	**58**	0	1	9	0	34	0	**43**	4	0	0	19	17	0	**36**	0	0	**137**
2020-09-15 10:30:00	0	0	0	0	**0**	4	4	19	30	0	0	**49**	3	0	11	0	42	0	**53**	8	2	0	24	20	0	**44**	0	0	**146**
2020-09-15 10:45:00	0	0	0	0	**0**	5	4	25	32	0	0	**57**	2	0	11	0	43	0	**54**	9	6	0	35	18	0	**53**	0	0	**164**
2020-09-15 11:00:00	0	0	0	0	**0**	0	4	30	26	0	0	**56**	0	0	8	0	22	0	**30**	2	4	0	32	17	0	**49**	0	0	**135**
2020-09-15 11:15:00	1	0	0	0	**1**	2	6	27	25	0	0	**52**	1	4	10	0	26	0	**36**	4	1	0	31	13	0	**44**	0	0	**133**
2020-09-15 11:30:00	0	0	0	0	**0**	3	1	27	27	0	0	**54**	1	0	7	0	35	0	**42**	1	2	0	42	17	1	**60**	0	0	**156**
2020-09-15 11:45:00	0	0	0	0	**0**	3	3	42	34	0	0	**76**	0	0	8	0	34	0	**42**	4	1	0	39	17	0	**56**	0	0	**174**
2020-09-15 12:00:00	0	0	0	0	**0**	8	2	32	31	0	0	**63**	1	1	13	0	45	0	**58**	3	6	0	42	15	0	**57**	0	0	**178**
2020-09-15 12:15:00	0	0	0	0	**0**	4	3	37	41	0	0	**78**	2	0	10	0	51	0	**61**	4	5	0	43	23	0	**66**	0	0	**205**
2020-09-15 12:30:00	0	0	0	0	**0**	1	5	45	30	0	0	**75**	0	0	19	0	53	0	**72**	8	4	1	38	25	0	**64**	0	0	**211**
2020-09-15 12:45:00	0	0	0	0	**0**	8	3	28	40	0	0	**68**	1	0	15	0	44	0	**59**	6	1	1	42	16	0	**59**	0	0	**186**
2020-09-15 13:00:00	0	0	0	0	**0**	1	1	21	28	0	0	**49**	1	0	17	1	39	0	**57**	3	5	0	31	12	0	**43**	0	0	**149**
2020-09-15 13:15:00	0	0	0	0	**0**	2	0	34	28	0	0	**62**	1	0	13	0	42	0	**55**	1	1	0	32	22	0	**54**	0	0	**171**
2020-09-15 13:30:00	0	0	0	0	**0**	2	4	31	31	0	0	**62**	0	0	15	0	44	0	**59**	6	3	0	35	31	0	**66**	0	0	**187**
2020-09-15 13:45:00	0	0	0	0	**0**	2	3	23	41	0	0	**64**	0	2	10	1	54	0	**65**	3	4	0	33	18	0	**51**	0	0	**180**
2020-09-15 14:00:00	1	0	0	0	**1**	0	7	36	37	0	0	**73**	0	2	14	0	43	0	**57**	13	6	0	34	25	0	**59**	0	0	**190**
2020-09-15 14:15:00	0	0	1	0	**1**	1	5	39	34	0	0	**73**	0	2	11	0	49	0	**60**	7	2	0	42	26	0	**68**	0	0	**202**
2020-09-15 14:30:00	0	0	0	0	**0**	6	1	38	34	0	0	**72**	1	0	16	0	34	0	**50**	3	6	0	41	21	0	**62**	0	0	**184**
2020-09-15 14:45:00	0	0	0	0	**0**	2	2	28	38	0	0	**66**	0	0	15	0	40	0	**55**	2	3	0	35	23	0	**58**	0	0	**179**
2020-09-15 15:00:00	0	0	0	0	**0**	1	0	39	36	0	0	**75**	0	0	10	0	38	0	**48**	6	2	0	39	25	0	**64**	0	0	**187**
2020-09-15 15:15:00	0	0	0	0	**0**	5	3	34	30	0	0	**64**	1	0	14	0	47	0	**61**	0	4	0	40	25	0	**65**	0	0	**190**
2020-09-15 15:30:00	0	0	0	0	**0**	9	3	55	28	0	0	**83**	2	2	15	0	40	0	**55**	7	5	1	35	32	0	**68**	0	0	**206**
2020-09-15 15:45:00	0	0	0	0	**0**	7	6	45	50	0	0	**95**	1	0	19	1	30	0	**50**	3	5	1	33	29	0	**63**	0	0	**208**
2020-09-15 16:00:00	0	0	0	0	**0**	0	0	49	63	0	0	**112**	1	1	12	0	37	0	**49**	1	4	0	57	29	0	**86**	0	0	**247**
2020-09-15 16:15:00	0	0	0	0	**0**	0	0	38	30	0	0	**68**	1	0	27	0	48	0	**75**	2	7	0	32	28	0	**60**	0	0	**203**
2020-09-15 16:30:00	0	1	0	0	**1**	0	0	36	31	0	0	**67**	1	2	10	0	28	0	**38**	2	7	0	40	47	0	**87**	0	0	**193**
2020-09-15 16:45:00	1	0	0	0	**1**	1	4	36	56	0	0	**92**	7	0	20	0	45	0	**65**	3	12	0	49	22	0	**71**	0	0	**229**
2020-09-15 17:00:00	0	0	0	0	**0**	7	0	50	42	0	0	**92**	1	0	15	0	40	0	**55**	0	11	0	43	33	0	**76**	0	0	**223**
2020-09-15 17:15:00	0	0	0	0	**0**	2	3	31	38	0	0	**69**	2	0	15	0	57	0	**72**	0	6	0	53	35	0	**88**	0	0	**229**
2020-09-15 17:30:00	0	0	0	0	**0**	0	3	34	36	0	0	**70**	0	0	21	0	46	0	**67**	0	8	0	46	31	0	**77**	0	0	**214**
2020-09-15 17:45:00	0	0	0	0	**0**	8	1	25	41	0	0	**66**	2	0	20	0	56	0	**76**	1	1	0	41	25	0	**66**	0	0	**208**
2020-09-15 18:00:00	1	0	0	0	**1**	0	0	34	31	0	0	**65**	0	0	14	0	42	0	**56**	0	2	0	34	26	0	**60**	0	0	**182**
2020-09-15 18:15:00	0	0	0	0	**0**	3	1	36	24	0	0	**60**	0	0	20	0	41	0	**61**	1	2	0	29	12	0	**41**	0	0	**162**
2020-09-15 18:30:00	0	0	0	0	**0**	11	2	21	36	0	0	**57**	0	0	10	0	40	0	**50**	0	1	0	37	19	0	**56**	0	0	**163**
2020-09-15 18:45:00	0	0	0	0	**0**	0	1	32	32	0	0	**64**	1	0	18	0	45	0	**63**	0	3	0	35	17	0	**52**	0	0	**179**
Grand Total	4	1	1	0	**6**	138	133	1597	1543	0	0	**3140**	52	30	623	5	2038	0	**2666**	173	161	5	1641	1002	1	**2649**	0	1	**8461**
% Approach	66.7%	16.7%	16.7%	0.0%				50.9%	49.1%	0.0%	0.0%				23.4%	0.2%	76.4%	0.0%				0.2%	61.9%	37.8%	0.0%				
% Total	0.0%	0.0%	0.0%	0.0%	**0.1%**			18.9%	18.2%	0.0%	0.0%	**37.1%**			7.4%	0.1%	24.1%	0.0%	**31.5%**			0.1%	19.4%	11.8%	0.0%	**31.3%**			
Motorcycles	0	0	0	0	**0**			7	13	0	0	**20**			2	0	8	0	**10**			0	7	2	0	**9**			**39**
% Motorcycles	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.4%	0.8%	0.0%	0.0%	**0.6%**			0.3%	0.0%	0.4%	0.0%	**0.4%**			0.0%	0.4%	0.2%	0.0%	**0.3%**			**0.5%**
Lights	0	1	0	0	**1**			1538	1430	0	0	**2968**			587	3	1966	0	**2556**			0	1543	942	1	**2486**			**8011**
% Lights	0.0%	100.0%	0.0%	0.0%	**16.7%**			96.3%	92.7%	0.0%	0.0%	**94.5%**			94.2%	60.0%	96.5%	0.0%	**95.9%**			0.0%	94.0%	94.0%	100.0%	**93.8%**			**94.7%**
Single-Unit Trucks	0	0	0	0	**0**			30	22	0	0	**52**			22	0	55	0	**77**			0	18	32	0	**50**			**179**
% Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			1.9%	1.4%	0.0%	0.0%	**1.7%**			3.5%	0.0%	2.7%	0.0%	**2.9%**			0.0%	1.1%	3.2%	0.0%	**1.9%**			**2.1%**
Articulated Trucks	0	0	0	0	**0**			18	4	0	0	**22**			11	2	7	0	**20**			0	7	25	0	**32**			**74**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			1.1%	0.3%	0.0%	0.0%	**0.7%**			1.8%	40.0%	0.3%	0.0%	**0.8%**			0.0%	0.4%	2.5%	0.0%	**1.2%**			**0.9%**
Buses	0	0	0	0	**0**			3	60	0	0	**63**			0	0	1	0	**1**			0	56	0	0	**56**			**120**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.2%	3.9%	0.0%	0.0%	**2.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	3.4%	0.0%	0.0%	**2.1%**			**1.4%**
Bicycles on Road	4	0	1	0	**5**			1	14	0	0	**15**			1	0	1	0	**2**			5	10	1	0	**16**			**38**
% Bicycles on Road	100.0%	0.0%	100.0%	0.0%	**83.3%**			0.1%	0.9%	0.0%	0.0%	**0.5%**			0.2%	0.0%	0.0%	0.0%	**0.1%**			100.0%	0.6%	0.1%	0.0%	**0.6%**			**0.4%**
Pedestrians						138	133						52	30						173	161						0	1	
% Pedestrians						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%						0.0%	100.0%	

AM PEAK TOTAL	0	0	0	0	**0**	9	11	145	117	0	0	**262**	4	1	40	2	211	0	**253**	19	10	0	95	70	0	**165**	0	0	**680**
% Approach	0.0%	0.0%	0.0%	0.0%				55.3%	44.7%	0.0%	0.0%				15.8%	0.8%	83.4%	0.0%				0.0%	57.6%	42.4%	0.0%				
% Total	0.0%	0.0%	0.0%	0.0%	**0.0%**			21.3%	17.2%	0.0%	0.0%	**38.5%**			5.9%	0.3%	31.0%	0.0%	**37.2%**			0.0%	14.0%	10.3%	0.0%	**24.3%**			
PHF (8:30 AM - 9:30 AM)	0	0	0	0	**0**			0.755	0.864	0	0	**0.863**			0.833	0.25	0.713	0	**0.744**			0	0.88	0.833	0	**0.859**			**0.925**
Motorcycles	0	0	0	0	**0**			0	0	0	0	**0**			0	0	2	0	**2**			0	0	0	0	**0**			**2**
% Motorcycles	0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.9%	0.0%	**0.8%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.3%**
Lights	0	0	0	0	**0**			137	107	0	0	**244**			38	2	206	0	**246**			0	86	60	0	**146**			**636**
% Lights	0.0%	0.0%	0.0%	0.0%				94.5%	91.5%	0.0%	0.0%	**93.1%**			95.0%	100.0%	97.6%	0.0%	**97.2%**			0.0%	90.5%	85.7%	0.0%	**88.5%**			**93.5%**
Single-Unit Trucks	0	0	0	0	**0**			6	2	0	0	**8**			1	0	3	0	**4**			0	4	8	0	**12**			**24**
% Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%				4.1%	1.7%	0.0%	0.0%	**3.1%**			2.5%	0.0%	1.4%	0.0%	**1.6%**			0.0%	4.2%	11.4%	0.0%	**7.3%**			**3.5%**
Articulated Trucks	0	0	0	0	**0**			1	0	0	0	**1**			1	0	0	0	**1**			0	2	2	0	**4**			**6**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%				0.7%	0.0%	0.0%	0.0%	**0.4%**			2.5%	0.0%	0.0%	0.0%	**0.4%**			0.0%	2.1%	2.9%	0.0%	**2.4%**			**0.9%**
Buses	0	0	0	0	**0**			1	5	0	0	**6**			0	0	0	0	**0**			0	3	0	0	**3**			**9**
% Buses	0.0%	0.0%	0.0%	0.0%				0.7%	4.3%	0.0%	0.0%	**2.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	3.2%	0.0%	0.0%	**1.8%**			**1.3%**
Bicycles on Road	0	0	0	0	**0**			0	3	0	0	**3**			0	0	0	0	**0**			0	0	0	0	**0**			**3**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%				0.0%	2.6%	0.0%	0.0%	**1.1%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.4%**
Pedestrians						9	11						4	1						19	10						0	0	
% Pedestrians						100.0%	100.0%						100.0%	100.0%						100.0%	100.0%						0.0%	0.0%	

PM PEAK TOTAL	1	0	0	0	**1**	10	10	151	172	0	0	**323**	10	0	71	0	188	0	**259**	3	37	0	191	121	0	**312**	0	0	**895**
% Approach	100.0%	0.0%	0.0%	0.0%				46.7%	53.3%	0.0%	0.0%				27.4%	0.0%	72.6%	0.0%				0.0%	61.2%	38.8%	0.0%				
% Total	0.1%	0.0%	0.0%	0.0%	**0.1%**			16.9%	19.2%	0.0%	0.0%	**36.1%**			7.9%	0.0%	21.0%	0.0%	**28.9%**			0.0%	21.3%	13.5%	0.0%	**34.9%**			
PHF (4:45 PM - 5:45 PM)	0	0	0	0	**0**			0.755	0.777	0	0	**0.875**			0.845	0	0.825	0	**0.899**			0	0.909	0.864	0	**0.891**			**0.977**
Motorcycles	0	0	0	0	**0**			2	1	0	0	**3**			0	0	0	0	**0**			0	0	0	0	**0**			**3**
% Motorcycles	0.0%	0.0%	0.0%	0.0%	**0.0%**			1.3%	0.6%	0.0%	0.0%	**0.9%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.3%**
Lights	0	0	0	0	**0**			147	165	0	0	**312**			70	0	185	0	**255**			0	182	117	0	**299**			**866**
% Lights	0.0%	0.0%	0.0%	0.0%	**0.0%**			97.4%	95.9%	0.0%	0.0%	**96.6%**			98.6%	0.0%	98.4%	0.0%	**98.5%**			0.0%	95.3%	96.7%	0.0%	**95.8%**			**96.8%**
Single-Unit Trucks	0	0	0	0	**0**			2	0	0	0	**2**			1	0	3	0	**4**			0	1	1	0	**2**			**8**
% Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			1.3%	0.0%	0.0%	0.0%	**0.6%**			1.4%	0.0%	1.6%	0.0%	**1.5%**			0.0%	0.5%	0.8%	0.0%	**0.6%**			**0.9%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			0	1	3	0	**4**			**4**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.5%	2.5%	0.0%	**1.3%**			**0.4%**
Buses	0	0	0	0	**0**			0	5	0	0	**5**			0	0	0	0	**0**			0	5	0	0	**5**			**10**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	2.9%	0.0%	0.0%	**1.5%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	2.6%	0.0%	0.0%	**1.6%**			**1.1%**
Bicycles on Road	1	0	0	0	**1**			0	1	0	0	**1**			0	0	0	0	**0**			0	2	0	0	**2**			**4**
% Bicycles on Road	100.0%	0.0%	0.0%	0.0%	**100.0%**			0.0%	0.6%	0.0%	0.0%	**0.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.0%	0.0%	0.0%	**0.6%**			**0.4%**
Pedestrians						10	10						10	0						3	37						0	0	
% Pedestrians						100.0%	100.0%						100.0%	0.0%						100.0%	100.0%						0.0%	0.0%	

Study Name: Eastern Pkwy & Auther St / I65 Ramp

Leg	Arthur St							Eastern Pkwy							I65 Ramp							Eastern Pkwy						
Direction	Southbound							Westbound							Northbound							Eastbound						
Start Time	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Right	Thru	Left	U-Turn	App Total	Peds CW	Peds CCW	Int Total
2020-09-15 07:00:00	22	0	0	0	**22**	1	1	0	49	0	0	**49**	0	0	0	0	0	0	**0**	0	0	26	34	0	0	**60**	0	0	**131**
2020-09-15 07:15:00	28	0	0	0	**28**	0	1	0	36	0	0	**36**	0	0	0	0	0	0	**0**	0	0	24	37	0	0	**61**	0	0	**125**
2020-09-15 07:30:00	23	0	0	0	**23**	1	1	0	38	0	0	**38**	0	0	0	0	0	0	**0**	0	0	39	40	0	0	**79**	0	0	**140**
2020-09-15 07:45:00	16	0	0	0	**16**	0	3	0	68	0	0	**68**	0	0	0	0	0	0	**0**	0	0	35	47	0	0	**82**	0	0	**166**
2020-09-15 08:00:00	15	0	0	0	**15**	0	1	0	56	0	0	**56**	0	0	0	0	0	0	**0**	0	0	42	42	0	0	**84**	0	0	**155**
2020-09-15 08:15:00	19	0	0	0	**19**	0	1	0	50	0	0	**50**	0	0	0	0	0	0	**0**	0	0	23	36	1	0	**60**	0	0	**129**
2020-09-15 08:30:00	22	0	0	0	**22**	0	2	0	57	0	0	**57**	0	0	0	0	0	0	**0**	0	0	39	62	0	0	**101**	0	0	**180**
2020-09-15 08:45:00	25	0	0	0	**25**	0	2	0	56	0	0	**56**	0	0	0	0	0	0	**0**	0	0	36	37	0	0	**73**	0	0	**154**
2020-09-15 09:00:00	14	0	0	0	**14**	1	7	0	55	0	0	**55**	0	0	0	0	0	0	**0**	0	0	24	48	0	0	**72**	0	0	**141**
2020-09-15 09:15:00	37	0	0	0	**37**	2	6	0	56	0	0	**56**	1	0	0	0	0	0	**0**	1	0	28	45	0	0	**73**	0	0	**166**
2020-09-15 09:30:00	13	0	0	0	**13**	0	4	0	54	0	0	**54**	0	0	0	0	0	0	**0**	0	0	30	50	0	0	**80**	0	0	**147**
2020-09-15 09:45:00	17	0	0	0	**17**	0	1	0	52	0	0	**52**	0	0	0	0	0	0	**0**	0	0	26	33	0	0	**59**	0	0	**128**
2020-09-15 10:00:00	12	0	0	0	**12**	2	7	0	63	0	0	**63**	0	0	0	0	0	0	**0**	0	0	22	50	0	0	**72**	0	0	**147**
2020-09-15 10:15:00	16	0	0	0	**16**	1	2	0	54	0	0	**54**	1	0	0	0	0	0	**0**	1	0	27	40	0	0	**67**	0	0	**137**
2020-09-15 10:30:00	16	0	0	0	**16**	1	2	0	54	0	0	**54**	0	0	0	0	0	0	**0**	0	1	29	40	0	0	**69**	0	0	**139**
2020-09-15 10:45:00	22	0	0	0	**22**	1	1	0	54	0	0	**54**	0	0	0	0	0	0	**0**	0	1	42	57	0	0	**99**	0	0	**175**
2020-09-15 11:00:00	17	0	0	0	**17**	1	0	1	46	0	0	**47**	0	0	0	0	0	0	**0**	0	0	24	54	0	0	**78**	0	0	**142**
2020-09-15 11:15:00	14	0	0	0	**14**	0	1	0	45	0	0	**45**	0	0	0	0	0	0	**0**	0	0	34	53	0	0	**87**	0	0	**146**
2020-09-15 11:30:00	11	0	0	0	**11**	0	0	0	59	0	0	**59**	0	0	0	0	0	0	**0**	0	0	31	59	0	0	**90**	0	0	**160**
2020-09-15 11:45:00	17	0	0	0	**17**	2	2	0	79	0	0	**79**	0	0	0	0	0	0	**0**	0	0	43	62	0	0	**105**	0	0	**201**
2020-09-15 12:00:00	16	0	0	0	**16**	2	0	0	69	0	0	**69**	0	0	0	0	0	0	**0**	1	0	46	46	0	0	**92**	0	1	**177**
2020-09-15 12:15:00	29	0	0	0	**29**	2	1	0	73	0	0	**73**	0	0	0	0	0	0	**0**	0	0	39	73	0	0	**112**	0	0	**214**
2020-09-15 12:30:00	21	0	0	0	**21**	0	7	0	66	0	0	**66**	0	0	0	0	0	0	**0**	0	1	43	66	0	0	**109**	0	0	**196**
2020-09-15 12:45:00	21	0	0	0	**21**	0	0	0	89	0	0	**89**	0	0	0	0	0	0	**0**	0	0	45	58	0	0	**103**	0	0	**213**
2020-09-15 13:00:00	14	0	0	0	**14**	3	1	0	64	0	0	**64**	0	0	0	0	0	0	**0**	0	0	48	49	0	0	**97**	0	0	**175**
2020-09-15 13:15:00	14	0	0	0	**14**	0	2	0	74	0	0	**74**	0	0	0	0	0	0	**0**	0	0	36	63	0	0	**99**	0	0	**187**
2020-09-15 13:30:00	18	0	0	0	**18**	1	2	1	80	0	0	**81**	0	0	0	0	0	0	**0**	0	0	44	54	0	0	**98**	0	0	**197**
2020-09-15 13:45:00	29	0	0	0	**29**	1	2	0	79	0	0	**79**	0	0	0	0	0	0	**0**	0	0	49	56	0	0	**105**	0	0	**213**
2020-09-15 14:00:00	21	0	0	0	**21**	0	2	0	70	0	0	**70**	0	0	0	0	0	0	**0**	0	2	54	66	0	0	**120**	0	0	**211**
2020-09-15 14:15:00	20	0	0	0	**20**	0	0	1	74	0	0	**75**	0	0	0	0	0	0	**0**	0	0	51	63	0	0	**114**	0	0	**209**
2020-09-15 14:30:00	19	0	0	0	**19**	4	1	0	75	0	0	**75**	0	0	0	0	0	0	**0**	0	1	44	74	0	0	**118**	0	0	**212**
2020-09-15 14:45:00	18	0	0	0	**18**	1	0	0	78	0	0	**78**	0	0	0	0	0	0	**0**	0	0	67	64	0	0	**131**	0	0	**227**
2020-09-15 15:00:00	27	0	0	0	**27**	0	3	1	97	0	0	**98**	0	0	0	0	0	0	**0**	0	1	65	75	0	0	**140**	0	0	**265**
2020-09-15 15:15:00	32	0	0	0	**32**	2	0	0	91	0	0	**91**	0	0	0	0	0	0	**0**	0	0	68	56	0	0	**124**	0	0	**247**
2020-09-15 15:30:00	22	0	0	0	**22**	0	2	0	87	0	0	**87**	0	0	0	0	0	0	**0**	0	0	84	71	0	0	**155**	0	0	**264**
2020-09-15 15:45:00	34	0	0	0	**34**	3	2	0	86	0	0	**86**	0	0	0	0	0	0	**0**	0	0	82	74	0	0	**156**	0	0	**276**
2020-09-15 16:00:00	29	0	0	0	**29**	4	0	0	104	0	0	**104**	0	0	1	0	0	0	**1**	0	0	105	79	0	0	**184**	0	0	**318**
2020-09-15 16:15:00	17	0	0	0	**17**	1	0	0	80	0	0	**80**	0	0	0	0	0	0	**0**	0	0	69	86	0	0	**155**	0	0	**252**
2020-09-15 16:30:00	20	0	0	0	**20**	0	1	0	81	0	0	**81**	0	0	0	0	0	0	**0**	0	0	109	73	0	0	**182**	0	0	**283**
2020-09-15 16:45:00	34	0	0	0	**34**	0	2	0	115	0	0	**115**	0	0	0	0	0	0	**0**	0	0	98	74	0	0	**172**	0	0	**321**
2020-09-15 17:00:00	25	0	0	0	**25**	3	1	0	104	0	0	**104**	0	0	0	0	0	0	**0**	0	1	85	85	0	0	**170**	0	0	**299**
2020-09-15 17:15:00	20	0	0	0	**20**	5	6	0	105	0	0	**105**	0	0	0	0	0	0	**0**	0	1	96	78	0	0	**174**	0	0	**299**
2020-09-15 17:30:00	27	0	0	0	**27**	5	2	0	70	0	0	**70**	0	0	0	0	0	0	**0**	0	0	70	64	0	0	**134**	0	0	**231**
2020-09-15 17:45:00	29	0	0	0	**29**	1	2	0	80	0	0	**80**	0	0	0	0	0	0	**0**	1	0	59	81	0	0	**140**	0	0	**249**
2020-09-15 18:00:00	19	0	0	0	**19**	1	2	0	81	0	0	**81**	0	0	0	0	0	0	**0**	1	0	53	64	0	0	**117**	0	0	**217**
2020-09-15 18:15:00	27	0	0	0	**27**	1	3	0	83	0	0	**83**	0	0	0	0	0	0	**0**	0	1	54	75	0	0	**129**	0	0	**239**
2020-09-15 18:30:00	15	0	0	0	**15**	3	2	0	66	0	0	**66**	0	0	0	0	0	0	**0**	0	0	50	69	0	0	**119**	0	0	**200**
2020-09-15 18:45:00	17	0	0	0	**17**	1	1	0	76	0	0	**76**	0	0	0	0	0	0	**0**	1	1	47	70	0	0	**117**	0	0	**210**
Grand Total	1010	0	0	0	**1010**	57	92	4	3378	0	0	**3382**	2	0	1	0	0	0	**1**	6	11	2384	2832	1	0	**5217**	0	1	**9610**
% Approach	100.0%	0.0%	0.0%	0.0%				0.1%	99.9%	0.0%	0.0%				100.0%	0.0%	0.0%	0.0%				45.7%	54.3%	0.0%	0.0%				
% Total	10.5%	0.0%	0.0%	0.0%	**10.5%**			0.0%	35.2%	0.0%	0.0%	**35.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			24.8%	29.5%	0.0%	0.0%	**54.3%**			
Motorcycles	4	0	0	0	**4**			0	25	0	0	**25**			0	0	0	0	**0**			3	16	0	0	**19**			**48**
% Motorcycles	0.4%	0.0%	0.0%	0.0%	**0.4%**			0.0%	0.7%	0.0%	0.0%	**0.7%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.1%	0.6%	0.0%	0.0%	**0.4%**			**0.5%**
Lights	976	0	0	0	**976**			3	3226	0	0	**3229**			0	0	0	0	**0**			2323	2725	0	0	**5048**			**9253**
% Lights	96.6%	0.0%	0.0%	0.0%	**96.6%**			75.0%	95.5%	0.0%	0.0%	**95.5%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			97.4%	96.2%	0.0%	0.0%	**96.8%**			**96.3%**
Single-Unit Trucks	21	0	0	0	**21**			0	44	0	0	**44**			0	0	0	0	**0**			25	32	0	0	**57**			**122**
% Single-Unit Trucks	2.1%	0.0%	0.0%	0.0%	**2.1%**			0.0%	1.3%	0.0%	0.0%	**1.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			1.0%	1.1%	0.0%	0.0%	**1.1%**			**1.3%**
Articulated Trucks	4	0	0	0	**4**			0	8	0	0	**8**			0	0	0	0	**0**			24	4	0	0	**28**			**40**
% Articulated Trucks	0.4%	0.0%	0.0%	0.0%	**0.4%**			0.0%	0.2%	0.0%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			1.0%	0.1%	0.0%	0.0%	**0.5%**			**0.4%**
Buses	5	0	0	0	**5**			0	45	0	0	**45**			0	0	0	0	**0**			8	43	0	0	**51**			**101**
% Buses	0.5%	0.0%	0.0%	0.0%	**0.5%**			0.0%	1.3%	0.0%	0.0%	**1.3%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.3%	1.5%	0.0%	0.0%	**1.0%**			**1.1%**
Bicycles on Road	0	0	0	0	**0**			1	30	0	0	**31**			1	0	0	0	**1**			1	12	1	0	**14**			**46**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			25.0%	0.9%	0.0%	0.0%	**0.9%**			100.0%	0.0%	0.0%	0.0%	**100.0%**			0.0%	0.4%	100.0%	0.0%	**0.3%**			**0.5%**
Pedestrians						57	92						2	0						6	11						0	1	
% Pedestrians						100.0%	100.0%						100.0%	0.0%						100.0%	100.0%						0.0%	100.0%	

AM PEAK TOTAL	98	0	0	0	**98**	3	17	0	224	0	0	**224**	1	0	0	0	0	0	**0**	1	0	127	192	0	0	**319**	0	0	**641**
% Approach	100.0%	0.0%	0.0%	0.0%				0.0%	100.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				39.8%	60.2%	0.0%	0.0%				
% Total	15.3%	0.0%	0.0%	0.0%	**15.3%**			0.0%	34.9%	0.0%	0.0%	**34.9%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			19.8%	30.0%	0.0%	0.0%	**49.8%**			
PHF (8:30 AM - 9:30 AM)	0.662	0	0	0	**0.662**			0	0.978	0	0	**0.978**			0	0	0	0	**0**			0.814	0.774	0	0	**0.79**			**0.889**
Motorcycles	1	0	0	0	**1**			0	1	0	0	**1**			0	0	0	0	**0**			0	0	0	0	**0**			**2**
% Motorcycles	1.0%	0.0%	0.0%	0.0%	**1.0%**			0.0%	0.4%	0.0%	0.0%	**0.4%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.3%**
Lights	95	0	0	0	**95**			0	218	0	0	**218**			0	0	0	0	**0**			124	182	0	0	**306**			**619**
% Lights	96.9%	0.0%	0.0%	0.0%	**96.9%**			0.0%	97.3%	0.0%	0.0%	**97.3%**			0.0%	0.0%	0.0%	0.0%				97.6%	94.8%	0.0%	0.0%	**95.9%**			**96.6%**
Single-Unit Trucks	2	0	0	0	**2**			0	0	0	0	**0**			0	0	0	0	**0**			1	6	0	0	**7**			**9**
% Single-Unit Trucks	2.0%	0.0%	0.0%	0.0%	**2.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				0.8%	3.1%	0.0%	0.0%	**2.2%**			**1.4%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			1	1	0	0	**2**			**2**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				0.8%	0.5%	0.0%	0.0%	**0.6%**			**0.3%**
Buses	0	0	0	0	**0**			0	4	0	0	**4**			0	0	0	0	**0**			1	3	0	0	**4**			**8**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.8%	0.0%	0.0%	**1.8%**			0.0%	0.0%	0.0%	0.0%				0.8%	1.6%	0.0%	0.0%	**1.3%**			**1.2%**
Bicycles on Road	0	0	0	0	**0**			0	1	0	0	**1**			0	0	0	0	**0**			0	0	0	0	**0**			**1**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.4%	0.0%	0.0%	**0.4%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%	**0.0%**			**0.2%**
Pedestrians						3	17						1	0						1	0						0	0	
% Pedestrians						100.0%	100.0%						100.0%	0.0%						100.0%	0.0%						0.0%	0.0%	

PM PEAK TOTAL	99	0	0	0	**99**	8	10	0	405	0	0	**405**	0	0	0	0	0	0	**0**	0	2	388	310	0	0	**698**	0	0	**1202**
% Approach	100.0%	0.0%	0.0%	0.0%				0.0%	100.0%	0.0%	0.0%				0.0%	0.0%	0.0%	0.0%				55.6%	44.4%	0.0%	0.0%				
% Total	8.2%	0.0%	0.0%	0.0%	**8.2%**			0.0%	33.7%	0.0%	0.0%	**33.7%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			32.3%	25.8%	0.0%	0.0%	**58.1%**			
PHF (4:30 PM - 5:30 PM)	0.728	0	0	0	**0.728**			0	0.878	0	0	**0.878**			0	0	0	0	**0**			0.89	0.903	0	0	**0.965**			**0.933**
Motorcycles	1	0	0	0	**1**			0	4	0	0	**4**			0	0	0	0	**0**			0	2	0	0	**2**			**7**
% Motorcycles	1.0%	0.0%	0.0%	0.0%	**1.0%**			0.0%	1.0%	0.0%	0.0%	**1.0%**			0.0%	0.0%	0.0%	0.0%				0.0%	0.6%	0.0%	0.0%	**0.3%**			**0.6%**
Lights	98	0	0	0	**98**			0	395	0	0	**395**			0	0	0	0	**0**			382	300	0	0	**682**			**1175**
% Lights	99.0%	0.0%	0.0%	0.0%	**99.0%**			0.0%	97.5%	0.0%	0.0%	**97.5%**			0.0%	0.0%	0.0%	0.0%				98.5%	96.8%	0.0%	0.0%	**97.7%**			**97.8%**
Single-Unit Trucks	0	0	0	0	**0**			0	1	0	0	**1**			0	0	0	0	**0**			1	1	0	0	**2**			**3**
% Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.2%	0.0%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%				0.3%	0.3%	0.0%	0.0%	**0.3%**			**0.2%**
Articulated Trucks	0	0	0	0	**0**			0	0	0	0	**0**			0	0	0	0	**0**			3	0	0	0	**3**			**3**
% Articulated Trucks	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.0%	0.0%	0.0%				0.8%	0.0%	0.0%	0.0%	**0.4%**			**0.2%**
Buses	0	0	0	0	**0**			0	4	0	0	**4**			0	0	0	0	**0**			2	4	0	0	**6**			**10**
% Buses	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	1.0%	0.0%	0.0%	**1.0%**			0.0%	0.0%	0.0%	0.0%				0.5%	1.3%	0.0%	0.0%	**0.9%**			**0.8%**
Bicycles on Road	0	0	0	0	**0**			0	1	0	0	**1**			0	0	0	0	**0**			0	3	0	0	**3**			**4**
% Bicycles on Road	0.0%	0.0%	0.0%	0.0%	**0.0%**			0.0%	0.2%	0.0%	0.0%	**0.2%**			0.0%	0.0%	0.0%	0.0%				0.0%	1.0%	0.0%	0.0%	**0.4%**			**0.3%**
Pedestrians						8	10						0	0						0	2						0	0	
% Pedestrians						100.0%	100.0%						0.0%	0.0%						0.0%	100.0%						0.0%	0.0%	

Appendix B

September 2020 Traffic Counts

Crittenden Dr & I65 SB On Ramps - TMC

Tue Sep 15, 2020

Full Length (7 AM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)

All Movements

ID: 781236, Location: 38.20614, -85.750842

Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US

Leg	Crittenden Dr					I65 SB On Ramps					Crittenden Dr					
Direction	Southbound					Westbound					Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2020-09-15 7:00AM	43	34	0	**77**	0	0	0	0	**0**	0	24	78	0	**102**	0	**179**
7:15AM	38	19	0	**57**	0	0	0	0	**0**	0	26	96	0	**122**	0	**179**
7:30AM	44	34	0	**78**	0	0	0	0	**0**	0	42	114	0	**156**	0	**234**
7:45AM	47	41	0	**88**	0	0	0	0	**0**	0	42	119	0	**161**	0	**249**
Hourly Total	172	128	0	**300**	0	0	0	0	**0**	0	134	407	0	**541**	0	**841**
8:00AM	28	27	0	**55**	0	0	0	0	**0**	0	37	111	0	**148**	0	**203**
8:15AM	45	28	0	**73**	0	0	0	0	**0**	0	32	102	0	**134**	0	**207**
8:30AM	37	22	0	**59**	0	0	0	0	**0**	0	43	98	0	**141**	0	**200**
8:45AM	43	20	0	**63**	0	0	0	0	**0**	0	47	114	0	**161**	0	**224**
Hourly Total	153	97	0	**250**	0	0	0	0	**0**	0	159	425	0	**584**	0	**834**
9:00AM	49	18	0	**67**	0	0	0	0	**0**	0	35	140	0	**175**	0	**242**
9:15AM	56	20	0	**76**	0	0	0	0	**0**	0	21	93	0	**114**	0	**190**
9:30AM	41	20	0	**61**	0	0	0	0	**0**	0	40	96	0	**136**	0	**197**
9:45AM	35	20	0	**55**	0	0	0	0	**0**	0	40	113	0	**153**	0	**208**
Hourly Total	181	78	0	**259**	0	0	0	0	**0**	0	136	442	0	**578**	0	**837**
10:00AM	59	18	0	**77**	0	0	0	0	**0**	0	35	109	0	**144**	0	**221**
10:15AM	39	20	1	**60**	0	0	0	0	**0**	0	26	100	0	**126**	0	**186**
10:30AM	39	22	0	**61**	0	0	0	0	**0**	0	40	98	0	**138**	0	**199**
10:45AM	55	23	0	**78**	0	0	0	0	**0**	0	31	102	0	**133**	0	**211**
Hourly Total	192	83	1	**276**	0	0	0	0	**0**	0	132	409	0	**541**	0	**817**
11:00AM	53	17	0	**70**	0	0	0	0	**0**	0	34	93	0	**127**	0	**197**
11:15AM	62	24	0	**86**	0	0	0	0	**0**	0	34	92	0	**126**	0	**212**
11:30AM	58	15	0	**73**	0	0	0	0	**0**	0	41	118	0	**159**	0	**232**
11:45AM	59	22	0	**81**	0	0	0	0	**0**	0	50	117	0	**167**	0	**248**
Hourly Total	232	78	0	**310**	0	0	0	0	**0**	0	159	420	0	**579**	0	**889**
12:00PM	70	21	0	**91**	0	0	0	0	**0**	0	44	112	0	**156**	0	**247**
12:15PM	62	30	0	**92**	0	0	0	0	**0**	0	27	127	0	**154**	0	**246**
12:30PM	61	25	0	**86**	0	0	0	0	**0**	0	50	117	0	**167**	0	**253**
12:45PM	53	16	0	**69**	0	0	0	0	**0**	0	39	106	0	**145**	0	**214**
Hourly Total	246	92	0	**338**	0	0	0	0	**0**	0	160	462	0	**622**	0	**960**
1:00PM	64	31	0	**95**	0	0	0	0	**0**	0	48	102	0	**150**	0	**245**
1:15PM	50	20	0	**70**	0	0	0	0	**0**	0	37	104	0	**141**	0	**211**
1:30PM	60	22	0	**82**	0	0	0	0	**0**	0	37	125	0	**162**	0	**244**
1:45PM	61	25	0	**86**	0	0	0	0	**0**	0	55	120	0	**175**	0	**261**
Hourly Total	235	98	0	**333**	0	0	0	0	**0**	0	177	451	0	**628**	0	**961**
2:00PM	71	30	0	**101**	0	0	0	0	**0**	0	52	127	0	**179**	0	**280**
2:15PM	51	25	0	**76**	0	0	0	0	**0**	0	39	106	0	**145**	0	**221**
2:30PM	80	30	0	**110**	0	0	0	0	**0**	0	56	124	0	**180**	0	**290**
2:45PM	60	31	0	**91**	0	0	0	0	**0**	0	54	129	0	**183**	0	**274**
Hourly Total	262	116	0	**378**	0	0	0	0	**0**	0	201	486	0	**687**	0	**1065**
3:00PM	70	32	0	**102**	0	0	0	0	**0**	0	40	139	0	**179**	0	**281**
3:15PM	65	41	0	**106**	0	0	0	0	**0**	0	51	112	0	**163**	0	**269**
3:30PM	70	27	0	**97**	0	0	0	0	**0**	0	102	146	0	**248**	0	**345**
3:45PM	65	50	0	**115**	0	0	0	0	**0**	0	67	136	0	**203**	0	**318**
Hourly Total	270	150	0	**420**	0	0	0	0	**0**	0	260	533	0	**793**	0	**1213**
4:00PM	60	33	0	**93**	0	0	0	0	**0**	0	87	185	0	**272**	0	**365**
4:15PM	84	48	0	**132**	0	0	0	0	**0**	0	85	142	0	**227**	0	**359**
4:30PM	73	43	0	**116**	0	0	0	0	**0**	0	81	152	0	**233**	0	**349**
4:45PM	64	28	0	**92**	0	0	0	0	**0**	0	62	147	0	**209**	0	**301**
Hourly Total	281	152	0	**433**	0	0	0	0	**0**	0	315	626	0	**941**	0	**1374**
5:00PM	65	38	0	**103**	0	0	0	0	**0**	0	89	152	0	**241**	0	**344**
5:15PM	93	40	0	**133**	0	0	0	0	**0**	0	53	156	0	**209**	0	**342**
5:30PM	71	42	0	**113**	0	0	0	0	**0**	0	70	158	0	**228**	0	**341**

University Dr & I65 NB Ramps - TMC
Tue Sep 15, 2020
Full Length (7 AM-7 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781238, Location: 38.214312, -85.752089

Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US

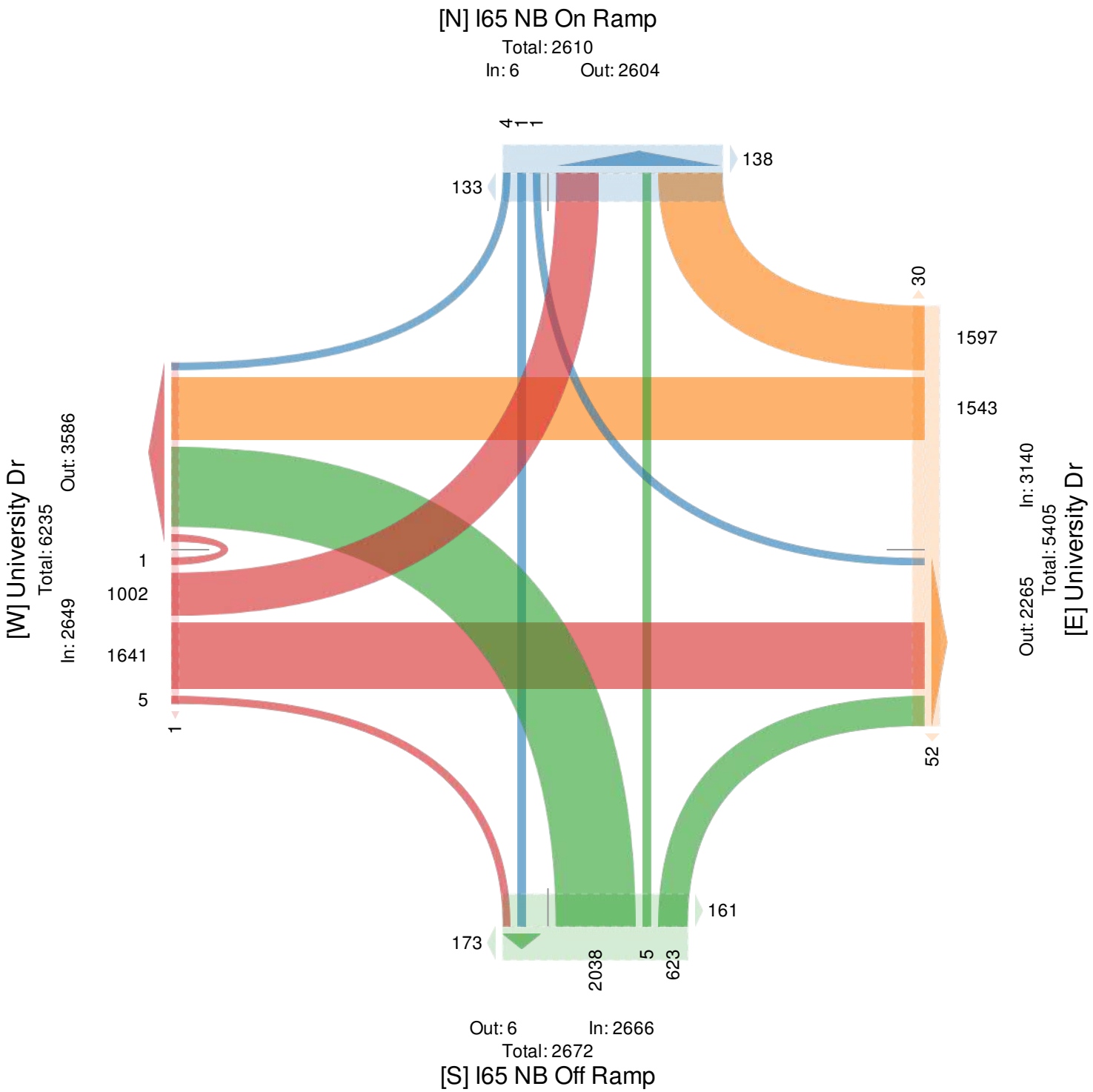
Leg	I65 NB On Ramp						University Dr						I65 NB Off Ramp						University Dr						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-15 7:00AM	0	0	0	0	**0**	8	25	12	0	0	**37**	5	8	0	40	0	**48**	5	0	19	8	0	**27**	0	**112**
7:15AM	0	0	0	0	**0**	17	25	27	0	0	**52**	14	15	0	47	0	**62**	2	0	16	12	0	**28**	0	**142**
7:30AM	0	0	0	0	**0**	3	39	19	0	0	**58**	1	12	0	52	0	**64**	3	0	27	20	0	**47**	0	**169**
7:45AM	0	0	0	0	**0**	1	45	17	0	0	**62**	0	11	0	45	0	**56**	7	0	38	18	0	**56**	0	**174**
Hourly Total	0	0	0	0	**0**	29	134	75	0	0	**209**	20	46	0	184	0	**230**	17	0	100	58	0	**158**	0	**597**
8:00AM	0	0	0	0	**0**	2	31	22	0	0	**53**	0	13	0	28	0	**41**	4	1	25	13	0	**39**	0	**133**
8:15AM	0	0	0	0	**0**	2	32	26	0	0	**58**	1	7	0	43	0	**50**	5	0	24	13	0	**37**	0	**145**
8:30AM	0	0	0	0	**0**	3	48	28	0	0	**76**	1	12	0	40	0	**52**	6	0	19	19	0	**38**	0	**166**
8:45AM	0	0	0	0	**0**	7	34	32	0	0	**66**	4	8	0	52	0	**60**	11	0	22	18	0	**40**	0	**166**
Hourly Total	0	0	0	0	**0**	14	145	108	0	0	**253**	6	40	0	163	0	**203**	26	1	90	63	0	**154**	0	**610**
9:00AM	0	0	0	0	**0**	5	35	34	0	0	**69**	0	9	2	45	0	**56**	4	0	27	12	0	**39**	0	**164**
9:15AM	0	0	0	0	**0**	5	28	23	0	0	**51**	0	11	0	74	0	**85**	8	0	27	21	0	**48**	0	**184**
9:30AM	0	0	0	0	**0**	6	35	26	0	0	**61**	1	4	0	45	0	**49**	4	0	31	10	0	**41**	0	**151**
9:45AM	0	0	0	0	**0**	10	14	22	0	0	**36**	3	10	0	42	0	**52**	8	0	27	9	0	**36**	1	**124**
Hourly Total	0	0	0	0	**0**	26	112	105	0	0	**217**	4	34	2	206	0	**242**	24	0	112	52	0	**164**	1	**623**
10:00AM	0	0	0	0	**0**	4	24	31	0	0	**55**	1	11	0	31	0	**42**	8	0	26	18	0	**44**	0	**141**
10:15AM	0	0	0	0	**0**	5	25	33	0	0	**58**	1	9	0	34	0	**43**	4	0	19	17	0	**36**	0	**137**
10:30AM	0	0	0	0	**0**	8	19	30	0	0	**49**	3	11	0	42	0	**53**	10	0	24	20	0	**44**	0	**146**
10:45AM	0	0	0	0	**0**	9	25	32	0	0	**57**	2	11	0	43	0	**54**	15	0	35	18	0	**53**	0	**164**
Hourly Total	0	0	0	0	**0**	26	93	126	0	0	**219**	7	42	0	150	0	**192**	37	0	104	73	0	**177**	0	**588**
11:00AM	0	0	0	0	**0**	4	30	26	0	0	**56**	0	8	0	22	0	**30**	6	0	32	17	0	**49**	0	**135**
11:15AM	1	0	0	0	**1**	8	27	25	0	0	**52**	5	10	0	26	0	**36**	5	0	31	13	0	**44**	0	**133**
11:30AM	0	0	0	0	**0**	4	27	27	0	0	**54**	1	7	0	35	0	**42**	3	0	42	17	1	**60**	0	**156**
11:45AM	0	0	0	0	**0**	6	42	34	0	0	**76**	0	8	0	34	0	**42**	5	0	39	17	0	**56**	0	**174**
Hourly Total	1	0	0	0	**1**	22	126	112	0	0	**238**	6	33	0	117	0	**150**	19	0	144	64	1	**209**	0	**598**
12:00PM	0	0	0	0	**0**	10	32	31	0	0	**63**	2	13	0	45	0	**58**	9	0	42	15	0	**57**	0	**178**
12:15PM	0	0	0	0	**0**	7	37	41	0	0	**78**	2	10	0	51	0	**61**	9	0	43	23	0	**66**	0	**205**
12:30PM	0	0	0	0	**0**	6	45	30	0	0	**75**	0	19	0	53	0	**72**	12	1	38	25	0	**64**	0	**211**
12:45PM	0	0	0	0	**0**	11	28	40	0	0	**68**	1	15	0	44	0	**59**	7	1	42	16	0	**59**	0	**186**
Hourly Total	0	0	0	0	**0**	34	142	142	0	0	**284**	5	57	0	193	0	**250**	37	2	165	79	0	**246**	0	**780**
1:00PM	0	0	0	0	**0**	2	21	28	0	0	**49**	1	17	1	39	0	**57**	8	0	31	12	0	**43**	0	**149**
1:15PM	0	0	0	0	**0**	2	34	28	0	0	**62**	1	13	0	42	0	**55**	2	0	32	22	0	**54**	0	**171**
1:30PM	0	0	0	0	**0**	6	31	31	0	0	**62**	0	15	0	44	0	**59**	9	0	35	31	0	**66**	0	**187**
1:45PM	0	0	0	0	**0**	5	23	41	0	0	**64**	2	10	1	54	0	**65**	7	0	33	18	0	**51**	0	**180**
Hourly Total	0	0	0	0	**0**	15	109	128	0	0	**237**	4	55	2	179	0	**236**	26	0	131	83	0	**214**	0	**687**
2:00PM	1	0	0	0	**1**	7	36	37	0	0	**73**	2	14	0	43	0	**57**	19	0	34	25	0	**59**	0	**190**
2:15PM	0	0	1	0	**1**	6	39	34	0	0	**73**	2	11	0	49	0	**60**	9	0	42	26	0	**68**	0	**202**
2:30PM	0	0	0	0	**0**	7	38	34	0	0	**72**	1	16	0	34	0	**50**	9	0	41	21	0	**62**	0	**184**
2:45PM	0	0	0	0	**0**	4	28	38	0	0	**66**	0	15	0	40	0	**55**	5	0	35	23	0	**58**	0	**179**
Hourly Total	1	0	1	0	**2**	24	141	143	0	0	**284**	5	56	0	166	0	**222**	42	0	152	95	0	**247**	0	**755**
3:00PM	0	0	0	0	**0**	1	39	36	0	0	**75**	0	10	0	38	0	**48**	8	0	39	25	0	**64**	0	**187**
3:15PM	0	0	0	0	**0**	8	34	30	0	0	**64**	1	14	0	47	0	**61**	4	0	40	25	0	**65**	0	**190**
3:30PM	0	0	0	0	**0**	12	55	28	0	0	**83**	4	15	0	40	0	**55**	12	1	35	32	0	**68**	0	**206**
3:45PM	0	0	0	0	**0**	13	45	50	0	0	**95**	1	19	1	30	0	**50**	8	1	33	29	0	**63**	0	**208**
Hourly Total	0	0	0	0	**0**	34	173	144	0	0	**317**	6	58	1	155	0	**214**	32	2	147	111	0	**260**	0	**791**
4:00PM	0	0	0	0	**0**	0	49	63	0	0	**112**	2	12	0	37	0	**49**	5	0	57	29	0	**86**	0	**247**
4:15PM	0	0	0	0	**0**	0	38	30	0	0	**68**	1	27	0	48	0	**75**	9	0	32	28	0	**60**	0	**203**
4:30PM	0	1	0	0	**1**	0	36	31	0	0	**67**	3	10	0	28	0	**38**	9	0	40	47	0	**87**	0	**193**
4:45PM	1	0	0	0	**1**	5	36	56	0	0	**92**	7	20	0	45	0	**65**	15	0	49	22	0	**71**	0	**229**
Hourly Total	1	1	0	0	**2**	5	159	180	0	0	**339**	13	69	0	158	0	**227**	38	0	178	126	0	**304**	0	**872**
5:00PM	0	0	0	0	**0**	7	50	42	0	0	**92**	1	15	0	40	0	**55**	11	0	43	33	0	**76**	0	**223**
5:15PM	0	0	0	0	**0**	5	31	38	0	0	**69**	2	15	0	57	0	**72**	6	0	53	35	0	**88**	0	**229**
5:30PM	0	0	0	0	**0**	3	34	36	0	0	**70**	0	21	0	46	0	**67**	8	0	46	31	0	**77**	0	**214**
5:45PM	0	0	0	0	**0**	9	25	41	0	0	**66**	2	20	0	56	0	**76**	2	0	41	25	0	**66**	0	**208**
Hourly Total	0	0	0	0	**0**	24	140	157	0	0	**297**	5	71	0	199	0	**270**	27	0	183	124	0	**307**	0	**874**
6:00PM	1	0	0	0	**1**	0	34	31	0	0	**65**	0	14	0	42	0	**56**	2	0	34	26	0	**60**	0	**182**
6:15PM	0	0	0	0	**0**	4	36	24	0	0	**60**	0	20	0	41	0	**61**	3	0	29	12	0	**41**	0	**162**
6:30PM	0	0	0	0	**0**	13	21	36	0	0	**57**	0	10	0	40	0	**50**	1	0	37	19	0	**56**	0	**163**
6:45PM	0	0	0	0	**0**	1	32	32	0	0	**64**	1	18	0	45	0	**63**	3	0	35	17	0	**52**	0	**179**
Hourly Total	1	0	0	0	**1**	18	123	123	0	0	**246**	1	62	0	168	0	**230**	9	0	135	74	0	**209**	0	**686**
Total	4	1	1	0	**6**	271	1597	1543	0	0	**3140**	82	623	5	2038	0	**2666**	334	5	1641	1002	1	**2649**	1	**8461**
% Approach	66.7%	16.7%	16.7%	0%	-	-	50.9%	49.1%	0%	0%	-	-	23.4%	0.2%	76.4%	0%	-	-	0.2%	61.9%	37.8%	0%	-	-	-
% Total	0%	0%	0%	0%	**0.1%**	-	18.9%	18.2%	0%	0%	**37.1%**	-	7.4%	0.1%	24.1%	0%	**31.5%**	-	0.1%	19.4%	11.8%	0%	**31.3%**	-	-

Leg Direction	I65 NB On Ramp Southbound						University Dr Westbound						I65 NB Off Ramp Northbound						University Dr Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
Motorcycles	0	0	0	0	**0**	-	7	13	0	0	**20**	-	2	0	8	0	**10**	-	0	7	2	0	**9**	-	39
% Motorcycles	0%	0%	0%	0%	**0%**	-	0.4%	0.8%	0%	0%	**0.6%**	-	0.3%	0%	0.4%	0%	**0.4%**	-	0%	0.4%	0.2%	0%	**0.3%**	-	0.5%
Lights	0	1	0	0	**1**	-	1538	1430	0	0	**2968**	-	587	3	1966	0	**2556**	-	0	1543	942	1	**2486**	-	8011
% Lights	0%	100%	0%	0%	**16.7%**	-	96.3%	92.7%	0%	0%	**94.5%**	-	94.2%	60.0%	96.5%	0%	**95.9%**	-	0%	94.0%	94.0%	100%	**93.8%**	-	94.7%
Single-Unit Trucks	0	0	0	0	**0**	-	30	22	0	0	**52**	-	22	0	55	0	**77**	-	0	18	32	0	**50**	-	179
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	1.9%	1.4%	0%	0%	**1.7%**	-	3.5%	0%	2.7%	0%	**2.9%**	-	0%	1.1%	3.2%	0%	**1.9%**	-	2.1%
Articulated Trucks	0	0	0	0	**0**	-	18	4	0	0	**22**	-	11	2	7	0	**20**	-	0	7	25	0	**32**	-	74
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	1.1%	0.3%	0%	0%	**0.7%**	-	1.8%	40.0%	0.3%	0%	**0.8%**	-	0%	0.4%	2.5%	0%	**1.2%**	-	0.9%
Buses	0	0	0	0	**0**	-	3	60	0	0	**63**	-	0	0	1	0	**1**	-	0	56	0	0	**56**	-	120
% Buses	0%	0%	0%	0%	**0%**	-	0.2%	3.9%	0%	0%	**2.0%**	-	0%	0%	0%	0%	**0%**	-	0%	3.4%	0%	0%	**2.1%**	-	1.4%
Bicycles on Road	4	0	1	0	**5**	-	1	14	0	0	**15**	-	1	0	1	0	**2**	-	5	10	1	0	**16**	-	38
% Bicycles on Road	100%	0%	100%	0%	**83.3%**	-	0.1%	0.9%	0%	0%	**0.5%**	-	0.2%	0%	0%	0%	**0.1%**	-	100%	0.6%	0.1%	0%	**0.6%**	-	0.4%
Pedestrians	-	-	-	-	-	271	-	-	-	-	-	82	-	-	-	-	-	334	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

University Dr & I65 NB Ramps - TMC
Tue Sep 15, 2020
Full Length (7 AM-7 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781238, Location: 38.214312, -85.752089

Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US



University Dr & I65 NB Ramps - TMC

Tue Sep 15, 2020
AM Peak (8:30 AM - 9:30 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781238, Location: 38.214312, -85.752089

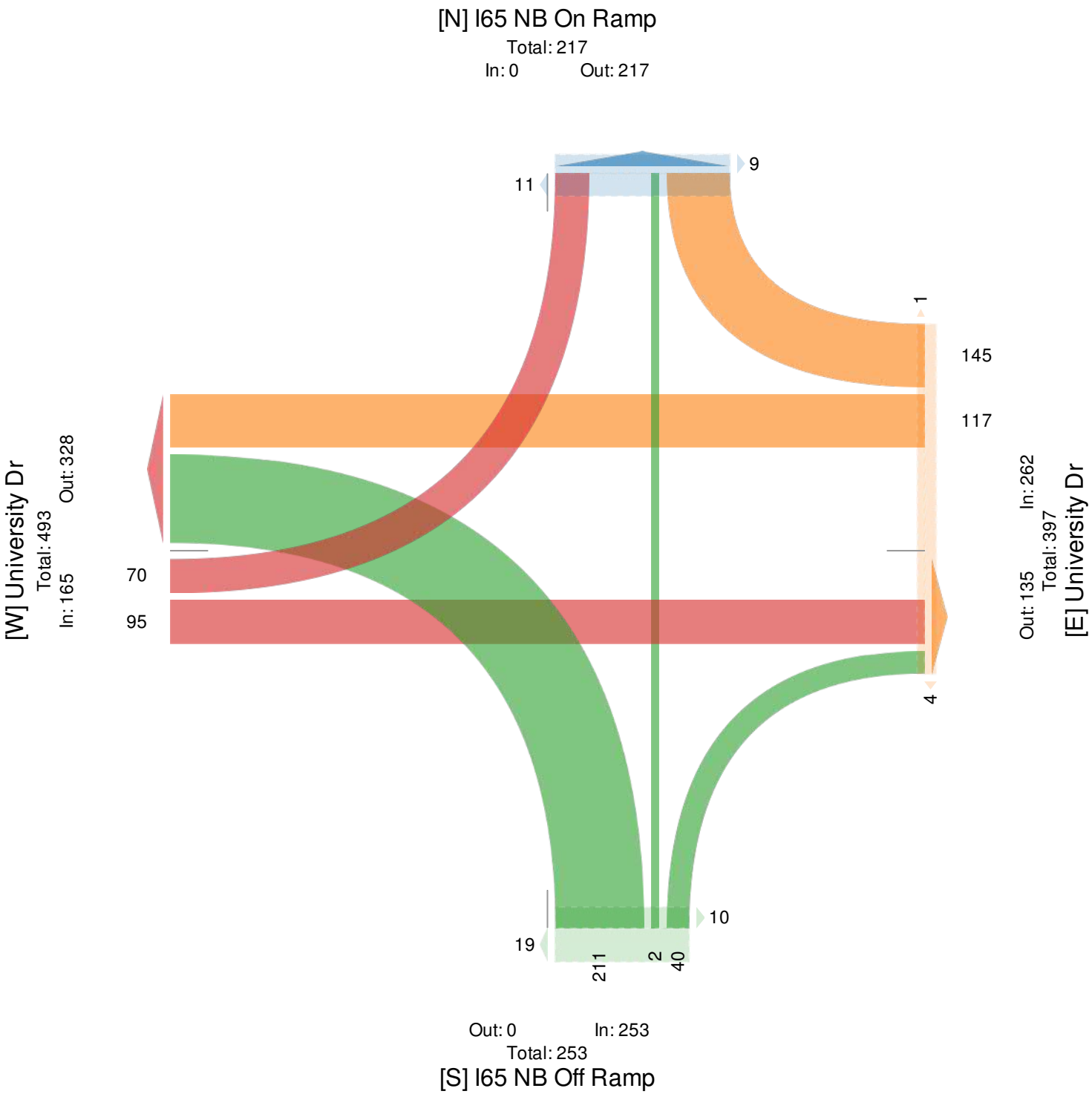
Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US

Leg Direction	I65 NB On Ramp Southbound						University Dr Westbound						I65 NB Off Ramp Northbound						University Dr Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-15 8:30AM	0	0	0	0	**0**	3	48	28	0	0	**76**	1	12	0	40	0	**52**	6	0	19	19	0	**38**	0	**166**
8:45AM	0	0	0	0	**0**	7	34	32	0	0	**66**	4	8	0	52	0	**60**	11	0	22	18	0	**40**	0	**166**
9:00AM	0	0	0	0	**0**	5	35	34	0	0	**69**	0	9	2	45	0	**56**	4	0	27	12	0	**39**	0	**164**
9:15AM	0	0	0	0	**0**	5	28	23	0	0	**51**	0	11	0	74	0	**85**	8	0	27	21	0	**48**	0	**184**
Total	0	0	0	0	**0**	20	145	117	0	0	**262**	5	40	2	211	0	**253**	29	0	95	70	0	**165**	0	**680**
% Approach	0%	0%	0%	0%	**-**	-	55.3%	44.7%	0%	0%	**-**	-	15.8%	0.8%	83.4%	0%	**-**	-	0%	57.6%	42.4%	0%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	21.3%	17.2%	0%	0%	**38.5%**	-	5.9%	0.3%	31.0%	0%	**37.2%**	-	0%	14.0%	10.3%	0%	**24.3%**	-	-
PHF	-	-	-	-	**-**	-	0.755	0.864	-	-	**0.863**	-	0.833	0.250	0.713	-	**0.744**	-	-	0.880	0.833	-	**0.859**	-	0.925
Motorcycles	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	2	0	**2**	-	0	0	0	0	**0**	-	2
% Motorcycles	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0.9%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Lights	0	0	0	0	**0**	-	137	107	0	0	**244**	-	38	2	206	0	**246**	-	0	86	60	0	**146**	-	636
% Lights	0%	0%	0%	0%	**-**	-	94.5%	91.5%	0%	0%	**93.1%**	-	95.0%	100%	97.6%	0%	**97.2%**	-	0%	90.5%	85.7%	0%	**88.5%**	-	93.5%
Single-Unit Trucks	0	0	0	0	**0**	-	6	2	0	0	**8**	-	1	0	3	0	**4**	-	0	4	8	0	**12**	-	24
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	4.1%	1.7%	0%	0%	**3.1%**	-	2.5%	0%	1.4%	0%	**1.6%**	-	0%	4.2%	11.4%	0%	**7.3%**	-	3.5%
Articulated Trucks	0	0	0	0	**0**	-	1	0	0	0	**1**	-	1	0	0	0	**1**	-	0	2	2	0	**4**	-	6
% Articulated Trucks	0%	0%	0%	0%	**-**	-	0.7%	0%	0%	0%	**0.4%**	-	2.5%	0%	0%	0%	**0.4%**	-	0%	2.1%	2.9%	0%	**2.4%**	-	0.9%
Buses	0	0	0	0	**0**	-	1	5	0	0	**6**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	9
% Buses	0%	0%	0%	0%	**-**	-	0.7%	4.3%	0%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	0%	3.2%	0%	0%	**1.8%**	-	1.3%
Bicycles on Road	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	2.6%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Pedestrians	-	-	-	-	-	20	-	-	-	-	-	5	-	-	-	-	-	29	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

University Dr & I65 NB Ramps - TMC
Tue Sep 15, 2020
AM Peak (8:30 AM - 9:30 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781238, Location: 38.214312, -85.752089

Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US



University Dr & I65 NB Ramps - TMC

Tue Sep 15, 2020
Midday Peak (12 PM - 1 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781238, Location: 38.214312, -85.752089

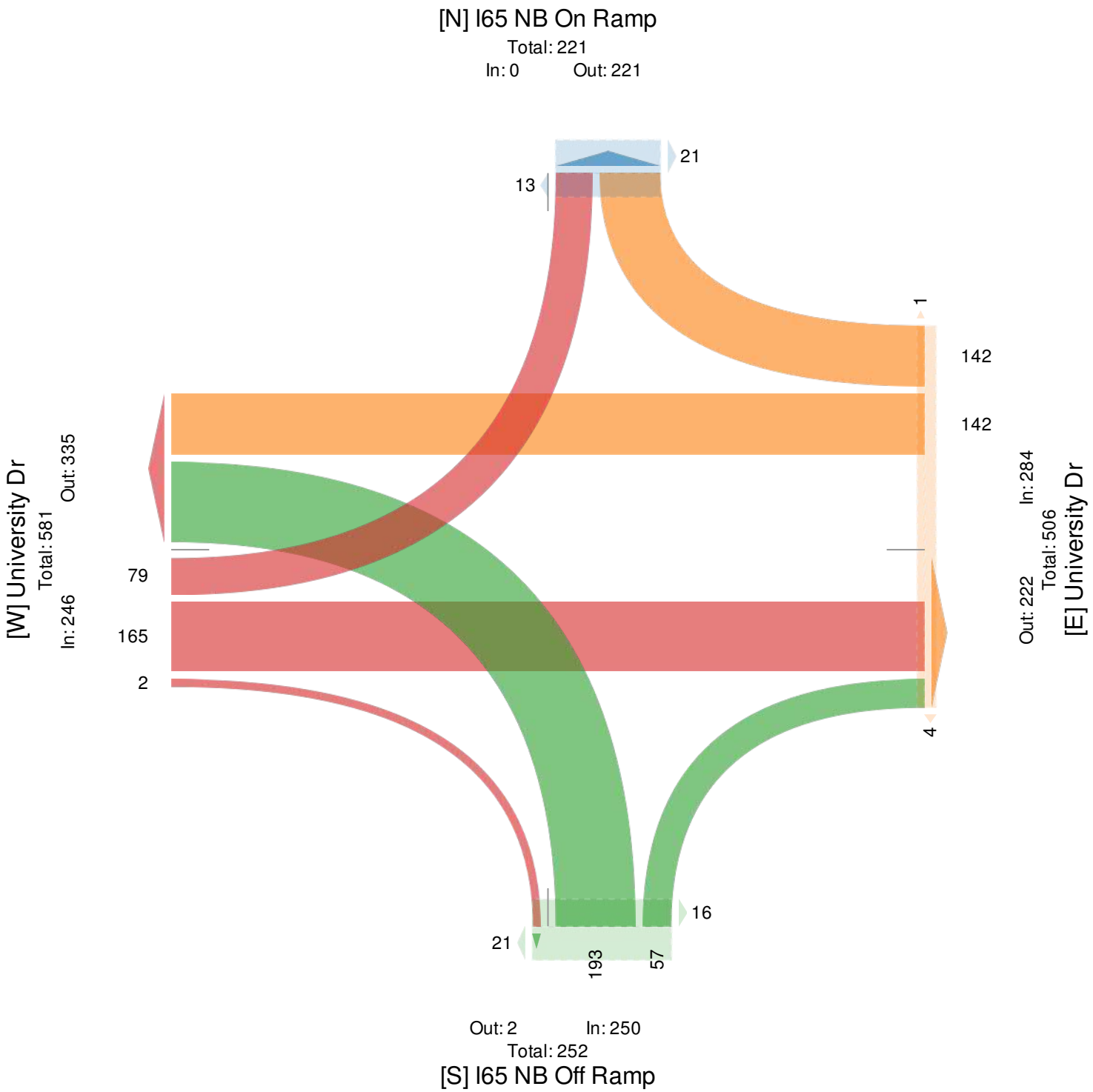
Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US

Leg Direction	I65 NB On Ramp Southbound						University Dr Westbound						I65 NB Off Ramp Northbound						University Dr Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-15 12:00PM	0	0	0	0	**0**	10	32	31	0	0	**63**	2	13	0	45	0	**58**	9	0	42	15	0	**57**	0	**178**
12:15PM	0	0	0	0	**0**	7	37	41	0	0	**78**	2	10	0	51	0	**61**	9	0	43	23	0	**66**	0	**205**
12:30PM	0	0	0	0	**0**	6	45	30	0	0	**75**	0	19	0	53	0	**72**	12	1	38	25	0	**64**	0	**211**
12:45PM	0	0	0	0	**0**	11	28	40	0	0	**68**	1	15	0	44	0	**59**	7	1	42	16	0	**59**	0	**186**
Total	0	0	0	0	**0**	34	142	142	0	0	**284**	5	57	0	193	0	**250**	37	2	165	79	0	**246**	0	**780**
% Approach	0%	0%	0%	0%	**-**	-	50.0%	50.0%	0%	0%	**-**	-	22.8%	0%	77.2%	0%	**-**	-	0.8%	67.1%	32.1%	0%	**-**	-	-
% Total	0%	0%	0%	0%	**0%**	-	18.2%	18.2%	0%	0%	**36.4%**	-	7.3%	0%	24.7%	0%	**32.1%**	-	0.3%	21.2%	10.1%	0%	**31.5%**	-	-
PHF	-	-	-	-	**-**	-	0.789	0.875	-	-	**0.916**	-	0.778	-	0.910	-	**0.877**	-	-	0.948	0.790	-	**0.917**	-	0.929
Motorcycles	0	0	0	0	**0**	-	0	3	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Motorcycles	0%	0%	0%	0%	**-**	-	0%	2.1%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.4%
Lights	0	0	0	0	**0**	-	133	129	0	0	**262**	-	51	0	186	0	**237**	-	0	155	74	0	**229**	-	728
% Lights	0%	0%	0%	0%	**-**	-	93.7%	90.8%	0%	0%	**92.3%**	-	89.5%	0%	96.4%	0%	**94.8%**	-	0%	93.9%	93.7%	0%	**93.1%**	-	93.3%
Single-Unit Trucks	0	0	0	0	**0**	-	6	2	0	0	**8**	-	3	0	6	0	**9**	-	0	2	4	0	**6**	-	23
% Single-Unit Trucks	0%	0%	0%	0%	**-**	-	4.2%	1.4%	0%	0%	**2.8%**	-	5.3%	0%	3.1%	0%	**3.6%**	-	0%	1.2%	5.1%	0%	**2.4%**	-	2.9%
Articulated Trucks	0	0	0	0	**0**	-	3	1	0	0	**4**	-	2	0	1	0	**3**	-	0	1	1	0	**2**	-	9
% Articulated Trucks	0%	0%	0%	0%	**-**	-	2.1%	0.7%	0%	0%	**1.4%**	-	3.5%	0%	0.5%	0%	**1.2%**	-	0%	0.6%	1.3%	0%	**0.8%**	-	1.2%
Buses	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	10
% Buses	0%	0%	0%	0%	**-**	-	0%	3.5%	0%	0%	**1.8%**	-	0%	0%	0%	0%	**0%**	-	0%	3.0%	0%	0%	**2.0%**	-	1.3%
Bicycles on Road	0	0	0	0	**0**	-	0	2	0	0	**2**	-	1	0	0	0	**1**	-	2	2	0	0	**4**	-	7
% Bicycles on Road	0%	0%	0%	0%	**-**	-	0%	1.4%	0%	0%	**0.7%**	-	1.8%	0%	0%	0%	**0.4%**	-	100%	1.2%	0%	0%	**1.6%**	-	0.9%
Pedestrians	-	-	-	-	-	34	-	-	-	-	-	5	-	-	-	-	-	37	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

University Dr & I65 NB Ramps - TMC
Tue Sep 15, 2020
Midday Peak (12 PM - 1 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781238, Location: 38.214312, -85.752089

Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US



University Dr & I65 NB Ramps - TMC

Tue Sep 15, 2020
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781238, Location: 38.214312, -85.752089

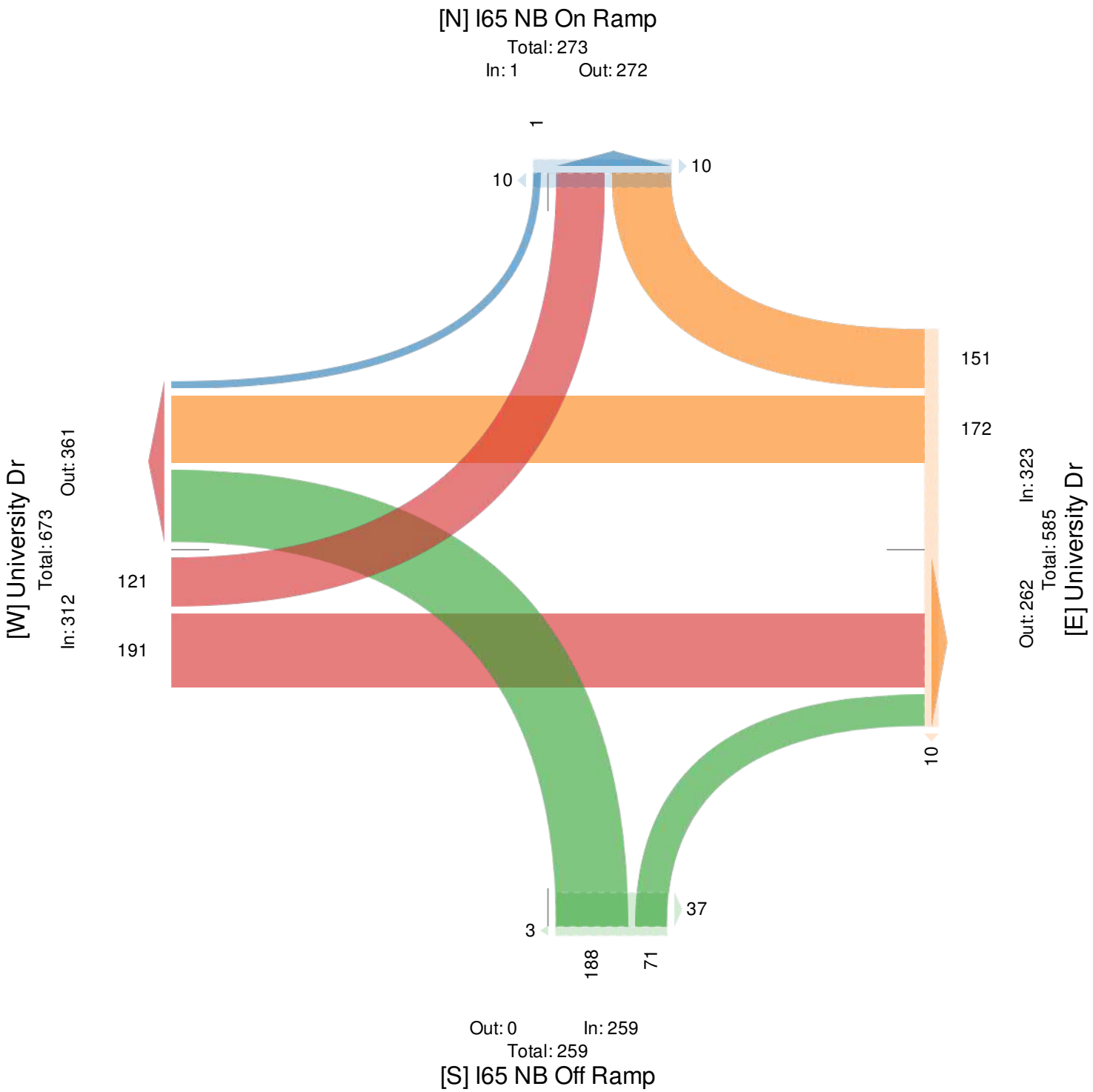
Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US

Leg	I65 NB On Ramp						University Dr						I65 NB Off Ramp						University Dr						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-15 4:45PM	1	0	0	0	**1**	5	36	56	0	0	**92**	7	20	0	45	0	**65**	15	0	49	22	0	**71**	0	**229**
5:00PM	0	0	0	0	**0**	7	50	42	0	0	**92**	1	15	0	40	0	**55**	11	0	43	33	0	**76**	0	**223**
5:15PM	0	0	0	0	**0**	5	31	38	0	0	**69**	2	15	0	57	0	**72**	6	0	53	35	0	**88**	0	**229**
5:30PM	0	0	0	0	**0**	3	34	36	0	0	**70**	0	21	0	46	0	**67**	8	0	46	31	0	**77**	0	**214**
Total	1	0	0	0	**1**	20	151	172	0	0	**323**	10	71	0	188	0	**259**	40	0	191	121	0	**312**	0	**895**
% Approach	100%	0%	0%	0%	**-**	-	46.7%	53.3%	0%	0%	**-**	-	27.4%	0%	72.6%	0%	**-**	-	0%	61.2%	38.8%	0%	**-**	-	-
% Total	0.1%	0%	0%	0%	**0.1%**	-	16.9%	19.2%	0%	0%	**36.1%**	-	7.9%	0%	21.0%	0%	**28.9%**	-	0%	21.3%	13.5%	0%	**34.9%**	-	-
PHF	-	-	-	-	**-**	-	0.755	0.777	-	-	**0.875**	-	0.845	-	0.825	-	**0.899**	-	-	0.909	0.864	-	**0.891**	-	0.977
Motorcycles	0	0	0	0	**0**	-	2	1	0	0	**3**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3
% Motorcycles	0%	0%	0%	0%	**0%**	-	1.3%	0.6%	0%	0%	**0.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Lights	0	0	0	0	**0**	-	147	165	0	0	**312**	-	70	0	185	0	**255**	-	0	182	117	0	**299**	-	866
% Lights	0%	0%	0%	0%	**0%**	-	97.4%	95.9%	0%	0%	**96.6%**	-	98.6%	0%	98.4%	0%	**98.5%**	-	0%	95.3%	96.7%	0%	**95.8%**	-	96.8%
Single-Unit Trucks	0	0	0	0	**0**	-	2	0	0	0	**2**	-	1	0	3	0	**4**	-	0	1	1	0	**2**	-	8
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	1.3%	0%	0%	0%	**0.6%**	-	1.4%	0%	1.6%	0%	**1.5%**	-	0%	0.5%	0.8%	0%	**0.6%**	-	0.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	3	0	**4**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	2.5%	0%	**1.3%**	-	0.4%
Buses	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	5	0	0	**5**	-	10
% Buses	0%	0%	0%	0%	**0%**	-	0%	2.9%	0%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	0%	2.6%	0%	0%	**1.6%**	-	1.1%
Bicycles on Road	1	0	0	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	4
% Bicycles on Road	100%	0%	0%	0%	**100%**	-	0%	0.6%	0%	0%	**0.3%**	-	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**0.6%**	-	0.4%
Pedestrians	-	-	-	-	-	20	-	-	-	-	-	10	-	-	-	-	-	40	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

University Dr & I65 NB Ramps - TMC
Tue Sep 15, 2020
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781238, Location: 38.214312, -85.752089

Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US



Eastern Pkwy & Auther St / I65 Ramp - TMC
Tue Sep 15, 2020
Full Length (7 AM-7 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781234, Location: 38.21272, -85.753382

Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US

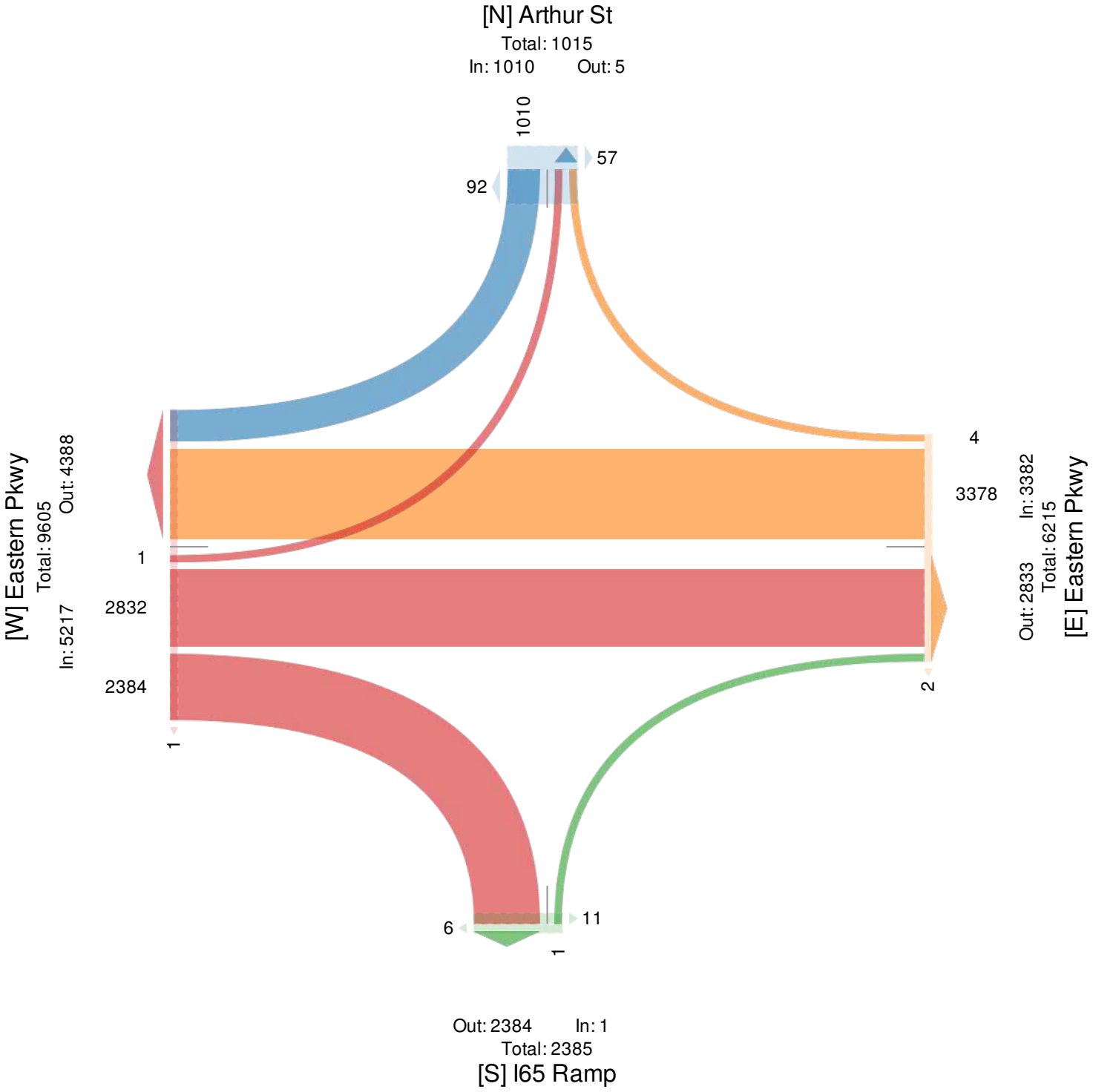
Leg	Arthur St						Eastern Pkwy						I65 Ramp						Eastern Pkwy						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-15 7:00AM	22	0	0	0	**22**	2	0	49	0	0	**49**	0	0	0	0	0	**0**	0	26	34	0	0	**60**	0	**131**
7:15AM	28	0	0	0	**28**	1	0	36	0	0	**36**	0	0	0	0	0	**0**	0	24	37	0	0	**61**	0	**125**
7:30AM	23	0	0	0	**23**	2	0	38	0	0	**38**	0	0	0	0	0	**0**	0	39	40	0	0	**79**	0	**140**
7:45AM	16	0	0	0	**16**	3	0	68	0	0	**68**	0	0	0	0	0	**0**	0	35	47	0	0	**82**	0	**166**
Hourly Total	89	0	0	0	**89**	8	0	191	0	0	**191**	0	0	0	0	0	**0**	0	124	158	0	0	**282**	0	**562**
8:00AM	15	0	0	0	**15**	1	0	56	0	0	**56**	0	0	0	0	0	**0**	0	42	42	0	0	**84**	0	**155**
8:15AM	19	0	0	0	**19**	1	0	50	0	0	**50**	0	0	0	0	0	**0**	0	23	36	1	0	**60**	0	**129**
8:30AM	22	0	0	0	**22**	2	0	57	0	0	**57**	0	0	0	0	0	**0**	0	39	62	0	0	**101**	0	**180**
8:45AM	25	0	0	0	**25**	2	0	56	0	0	**56**	0	0	0	0	0	**0**	0	36	37	0	0	**73**	0	**154**
Hourly Total	81	0	0	0	**81**	6	0	219	0	0	**219**	0	0	0	0	0	**0**	0	140	177	1	0	**318**	0	**618**
9:00AM	14	0	0	0	**14**	8	0	55	0	0	**55**	0	0	0	0	0	**0**	0	24	48	0	0	**72**	0	**141**
9:15AM	37	0	0	0	**37**	8	0	56	0	0	**56**	1	0	0	0	0	**0**	1	28	45	0	0	**73**	0	**166**
9:30AM	13	0	0	0	**13**	4	0	54	0	0	**54**	0	0	0	0	0	**0**	0	30	50	0	0	**80**	0	**147**
9:45AM	17	0	0	0	**17**	1	0	52	0	0	**52**	0	0	0	0	0	**0**	0	26	33	0	0	**59**	0	**128**
Hourly Total	81	0	0	0	**81**	21	0	217	0	0	**217**	1	0	0	0	0	**0**	1	108	176	0	0	**284**	0	**582**
10:00AM	12	0	0	0	**12**	9	0	63	0	0	**63**	0	0	0	0	0	**0**	0	22	50	0	0	**72**	0	**147**
10:15AM	16	0	0	0	**16**	3	0	54	0	0	**54**	1	0	0	0	0	**0**	1	27	40	0	0	**67**	0	**137**
10:30AM	16	0	0	0	**16**	3	0	54	0	0	**54**	0	0	0	0	0	**0**	1	29	40	0	0	**69**	0	**139**
10:45AM	22	0	0	0	**22**	2	0	54	0	0	**54**	0	0	0	0	0	**0**	1	42	57	0	0	**99**	0	**175**
Hourly Total	66	0	0	0	**66**	17	0	225	0	0	**225**	1	0	0	0	0	**0**	3	120	187	0	0	**307**	0	**598**
11:00AM	17	0	0	0	**17**	1	1	46	0	0	**47**	0	0	0	0	0	**0**	0	24	54	0	0	**78**	0	**142**
11:15AM	14	0	0	0	**14**	1	0	45	0	0	**45**	0	0	0	0	0	**0**	0	34	53	0	0	**87**	0	**146**
11:30AM	11	0	0	0	**11**	0	0	59	0	0	**59**	0	0	0	0	0	**0**	0	31	59	0	0	**90**	0	**160**
11:45AM	17	0	0	0	**17**	4	0	79	0	0	**79**	0	0	0	0	0	**0**	0	43	62	0	0	**105**	0	**201**
Hourly Total	59	0	0	0	**59**	6	1	229	0	0	**230**	0	0	0	0	0	**0**	0	132	228	0	0	**360**	0	**649**
12:00PM	16	0	0	0	**16**	2	0	69	0	0	**69**	0	0	0	0	0	**0**	1	46	46	0	0	**92**	1	**177**
12:15PM	29	0	0	0	**29**	3	0	73	0	0	**73**	0	0	0	0	0	**0**	0	39	73	0	0	**112**	0	**214**
12:30PM	21	0	0	0	**21**	7	0	66	0	0	**66**	0	0	0	0	0	**0**	1	43	66	0	0	**109**	0	**196**
12:45PM	21	0	0	0	**21**	0	0	89	0	0	**89**	0	0	0	0	0	**0**	0	45	58	0	0	**103**	0	**213**
Hourly Total	87	0	0	0	**87**	12	0	297	0	0	**297**	0	0	0	0	0	**0**	2	173	243	0	0	**416**	1	**800**
1:00PM	14	0	0	0	**14**	4	0	64	0	0	**64**	0	0	0	0	0	**0**	0	48	49	0	0	**97**	0	**175**
1:15PM	14	0	0	0	**14**	2	0	74	0	0	**74**	0	0	0	0	0	**0**	0	36	63	0	0	**99**	0	**187**
1:30PM	18	0	0	0	**18**	3	1	80	0	0	**81**	0	0	0	0	0	**0**	0	44	54	0	0	**98**	0	**197**
1:45PM	29	0	0	0	**29**	3	0	79	0	0	**79**	0	0	0	0	0	**0**	0	49	56	0	0	**105**	0	**213**
Hourly Total	75	0	0	0	**75**	12	1	297	0	0	**298**	0	0	0	0	0	**0**	0	177	222	0	0	**399**	0	**772**
2:00PM	21	0	0	0	**21**	2	0	70	0	0	**70**	0	0	0	0	0	**0**	2	54	66	0	0	**120**	0	**211**
2:15PM	20	0	0	0	**20**	0	1	74	0	0	**75**	0	0	0	0	0	**0**	0	51	63	0	0	**114**	0	**209**
2:30PM	19	0	0	0	**19**	5	0	75	0	0	**75**	0	0	0	0	0	**0**	1	44	74	0	0	**118**	0	**212**
2:45PM	18	0	0	0	**18**	1	0	78	0	0	**78**	0	0	0	0	0	**0**	0	67	64	0	0	**131**	0	**227**
Hourly Total	78	0	0	0	**78**	8	1	297	0	0	**298**	0	0	0	0	0	**0**	3	216	267	0	0	**483**	0	**859**
3:00PM	27	0	0	0	**27**	3	1	97	0	0	**98**	0	0	0	0	0	**0**	1	65	75	0	0	**140**	0	**265**
3:15PM	32	0	0	0	**32**	2	0	91	0	0	**91**	0	0	0	0	0	**0**	0	68	56	0	0	**124**	0	**247**
3:30PM	22	0	0	0	**22**	2	0	87	0	0	**87**	0	0	0	0	0	**0**	0	84	71	0	0	**155**	0	**264**
3:45PM	34	0	0	0	**34**	5	0	86	0	0	**86**	0	0	0	0	0	**0**	0	82	74	0	0	**156**	0	**276**
Hourly Total	115	0	0	0	**115**	12	1	361	0	0	**362**	0	0	0	0	0	**0**	1	299	276	0	0	**575**	0	**1052**
4:00PM	29	0	0	0	**29**	4	0	104	0	0	**104**	0	1	0	0	0	**1**	0	105	79	0	0	**184**	0	**318**
4:15PM	17	0	0	0	**17**	1	0	80	0	0	**80**	0	0	0	0	0	**0**	0	69	86	0	0	**155**	0	**252**
4:30PM	20	0	0	0	**20**	1	0	81	0	0	**81**	0	0	0	0	0	**0**	0	109	73	0	0	**182**	0	**283**
4:45PM	34	0	0	0	**34**	2	0	115	0	0	**115**	0	0	0	0	0	**0**	0	98	74	0	0	**172**	0	**321**
Hourly Total	100	0	0	0	**100**	8	0	380	0	0	**380**	0	1	0	0	0	**1**	0	381	312	0	0	**693**	0	**1174**
5:00PM	25	0	0	0	**25**	4	0	104	0	0	**104**	0	0	0	0	0	**0**	1	85	85	0	0	**170**	0	**299**
5:15PM	20	0	0	0	**20**	11	0	105	0	0	**105**	0	0	0	0	0	**0**	1	96	78	0	0	**174**	0	**299**
5:30PM	27	0	0	0	**27**	7	0	70	0	0	**70**	0	0	0	0	0	**0**	0	70	64	0	0	**134**	0	**231**
5:45PM	29	0	0	0	**29**	3	0	80	0	0	**80**	0	0	0	0	0	**0**	1	59	81	0	0	**140**	0	**249**
Hourly Total	101	0	0	0	**101**	25	0	359	0	0	**359**	0	0	0	0	0	**0**	3	310	308	0	0	**618**	0	**1078**
6:00PM	19	0	0	0	**19**	3	0	81	0	0	**81**	0	0	0	0	0	**0**	1	53	64	0	0	**117**	0	**217**

Leg Direction	Arthur St Southbound						Eastern Pkwy Westbound						I65 Ramp Northbound						Eastern Pkwy Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
6:15PM	27	0	0	0	**27**	4	0	83	0	0	**83**	0	0	0	0	0	**0**	1	54	75	0	0	**129**	0	**239**
6:30PM	15	0	0	0	**15**	5	0	66	0	0	**66**	0	0	0	0	0	**0**	0	50	69	0	0	**119**	0	**200**
6:45PM	17	0	0	0	**17**	2	0	76	0	0	**76**	0	0	0	0	0	**0**	2	47	70	0	0	**117**	0	**210**
Hourly Total	78	0	0	0	**78**	14	0	306	0	0	**306**	0	0	0	0	0	**0**	4	204	278	0	0	**482**	0	**866**
Total	1010	0	0	0	**1010**	149	4	3378	0	0	**3382**	2	1	0	0	0	**1**	17	2384	2832	1	0	**5217**	1	**9610**
% Approach	100%	0%	0%	0%	**-**	-	0.1%	99.9%	0%	0%	**-**	-	100%	0%	0%	0%	**-**	-	45.7%	54.3%	0%	0%	**-**	-	**-**
% Total	10.5%	0%	0%	0%	**10.5%**	-	0%	35.2%	0%	0%	**35.2%**	-	0%	0%	0%	0%	**0%**	-	24.8%	29.5%	0%	0%	**54.3%**	-	**-**
Motorcycles	4	0	0	0	**4**	-	0	25	0	0	**25**	-	0	0	0	0	**0**	-	3	16	0	0	**19**	-	48
% Motorcycles	0.4%	0%	0%	0%	**0.4%**	-	0%	0.7%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0.1%	0.6%	0%	0%	**0.4%**	-	0.5%
Lights	976	0	0	0	**976**	-	3	3226	0	0	**3229**	-	0	0	0	0	**0**	-	2323	2725	0	0	**5048**	-	9253
% Lights	96.6%	0%	0%	0%	**96.6%**	-	75.0%	95.5%	0%	0%	**95.5%**	-	0%	0%	0%	0%	**0%**	-	97.4%	96.2%	0%	0%	**96.8%**	-	96.3%
Single-Unit Trucks	21	0	0	0	**21**	-	0	44	0	0	**44**	-	0	0	0	0	**0**	-	25	32	0	0	**57**	-	122
% Single-Unit Trucks	2.1%	0%	0%	0%	**2.1%**	-	0%	1.3%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	1.0%	1.1%	0%	0%	**1.1%**	-	1.3%
Articulated Trucks	4	0	0	0	**4**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	24	4	0	0	**28**	-	40
% Articulated Trucks	0.4%	0%	0%	0%	**0.4%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	1.0%	0.1%	0%	0%	**0.5%**	-	0.4%
Buses	5	0	0	0	**5**	-	0	45	0	0	**45**	-	0	0	0	0	**0**	-	8	43	0	0	**51**	-	101
% Buses	0.5%	0%	0%	0%	**0.5%**	-	0%	1.3%	0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	0.3%	1.5%	0%	0%	**1.0%**	-	1.1%
Bicycles on Road	0	0	0	0	**0**	-	1	30	0	0	**31**	-	1	0	0	0	**1**	-	1	12	1	0	**14**	-	46
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	25.0%	0.9%	0%	0%	**0.9%**	-	100%	0%	0%	0%	**100%**	-	0%	0.4%	100%	0%	**0.3%**	-	0.5%
Pedestrians	-	-	-	-	-	149	-	-	-	-	-	2	-	-	-	-	-	17	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Eastern Pkwy & Auther St / I65 Ramp - TMC
Tue Sep 15, 2020
Full Length (7 AM-7 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781234, Location: 38.21272, -85.753382

Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US



Eastern Pkwy & Auther St / I65 Ramp - TMC

Tue Sep 15, 2020
AM Peak (8:30 AM - 9:30 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781234, Location: 38.21272, -85.753382

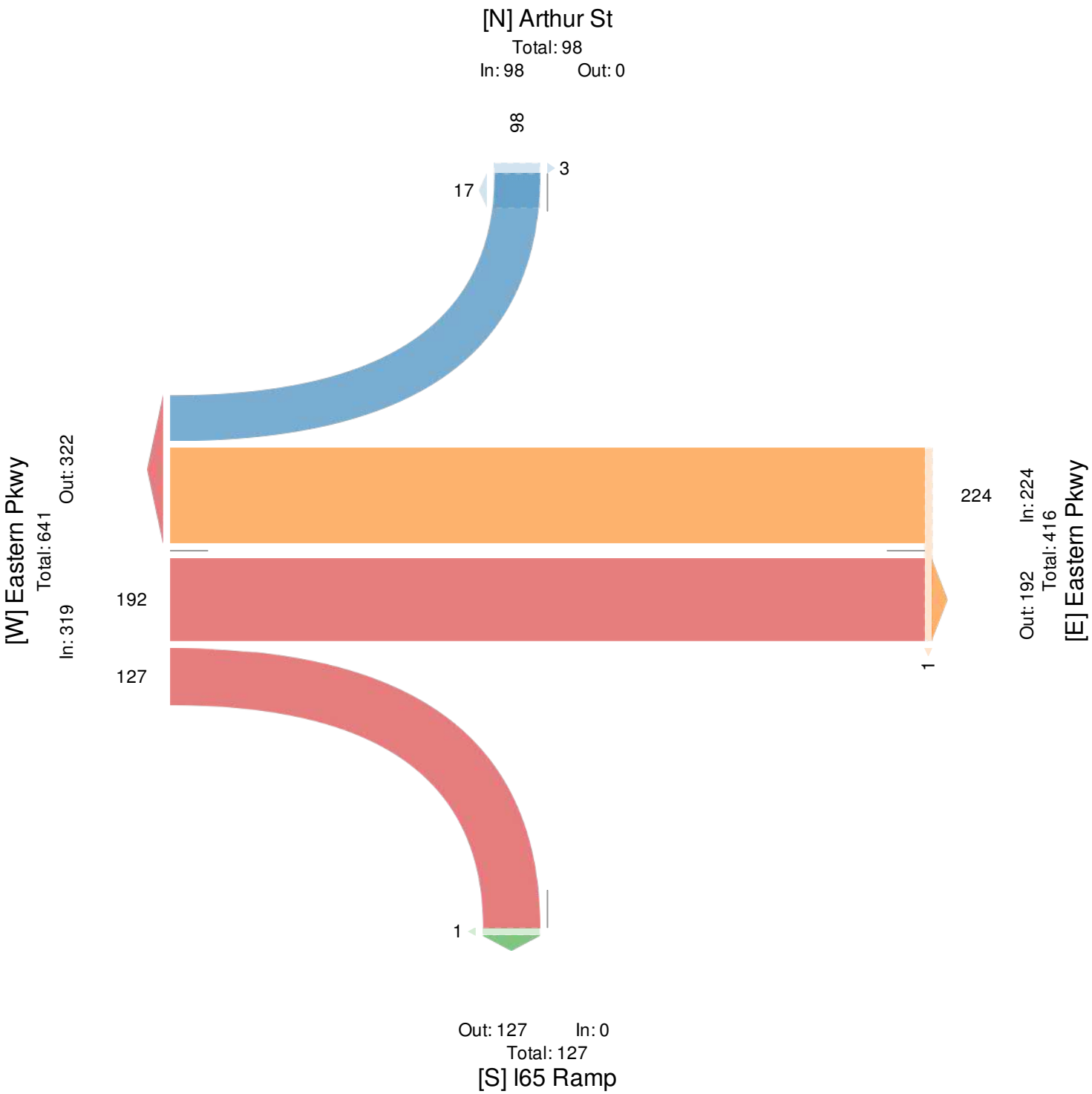
Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US

Leg	Arthur St						Eastern Pkwy						I65 Ramp						Eastern Pkwy						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-15 8:30AM	22	0	0	0	**22**	2	0	57	0	0	**57**	0	0	0	0	0	**0**	0	39	62	0	0	**101**	0	**180**
8:45AM	25	0	0	0	**25**	2	0	56	0	0	**56**	0	0	0	0	0	**0**	0	36	37	0	0	**73**	0	**154**
9:00AM	14	0	0	0	**14**	8	0	55	0	0	**55**	0	0	0	0	0	**0**	0	24	48	0	0	**72**	0	**141**
9:15AM	37	0	0	0	**37**	8	0	56	0	0	**56**	1	0	0	0	0	**0**	1	28	45	0	0	**73**	0	**166**
Total	98	0	0	0	**98**	20	0	224	0	0	**224**	1	0	0	0	0	**0**	1	127	192	0	0	**319**	0	**641**
% Approach	100%	0%	0%	0%	**-**	-	0%	100%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	39.8%	60.2%	0%	0%	**-**	-	-
% Total	15.3%	0%	0%	0%	**15.3%**	-	0%	34.9%	0%	0%	**34.9%**	-	0%	0%	0%	0%	**0%**	-	19.8%	30.0%	0%	0%	**49.8%**	-	-
PHF	0.662	-	-	-	**0.662**	-	-	0.978	-	-	**0.978**	-	-	-	-	-	**-**	-	0.814	0.774	-	-	**0.790**	-	0.889
Motorcycles	1	0	0	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	2
% Motorcycles	1.0%	0%	0%	0%	**1.0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0.3%
Lights	95	0	0	0	**95**	-	0	218	0	0	**218**	-	0	0	0	0	**0**	-	124	182	0	0	**306**	-	619
% Lights	96.9%	0%	0%	0%	**96.9%**	-	0%	97.3%	0%	0%	**97.3%**	-	0%	0%	0%	0%	**-**	-	97.6%	94.8%	0%	0%	**95.9%**	-	96.6%
Single-Unit Trucks	2	0	0	0	**2**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	6	0	0	**7**	-	9
% Single-Unit Trucks	2.0%	0%	0%	0%	**2.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0.8%	3.1%	0%	0%	**2.2%**	-	1.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0.8%	0.5%	0%	0%	**0.6%**	-	0.3%
Buses	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	1	3	0	0	**4**	-	8
% Buses	0%	0%	0%	0%	**0%**	-	0%	1.8%	0%	0%	**1.8%**	-	0%	0%	0%	0%	**-**	-	0.8%	1.6%	0%	0%	**1.3%**	-	1.2%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0.2%
Pedestrians	-	-	-	-	-	20	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Eastern Pkwy & Auther St / I65 Ramp - TMC
Tue Sep 15, 2020
AM Peak (8:30 AM - 9:30 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781234, Location: 38.21272, -85.753382

Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US



Eastern Pkwy & Auther St / I65 Ramp - TMC

Tue Sep 15, 2020
Midday Peak (12 PM - 1 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781234, Location: 38.21272, -85.753382

Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US

Leg	Arthur St						Eastern Pkwy						I65 Ramp						Eastern Pkwy						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-15 12:00PM	16	0	0	0	**16**	2	0	69	0	0	**69**	0	0	0	0	0	**0**	1	46	46	0	0	**92**	1	**177**
12:15PM	29	0	0	0	**29**	3	0	73	0	0	**73**	0	0	0	0	0	**0**	0	39	73	0	0	**112**	0	**214**
12:30PM	21	0	0	0	**21**	7	0	66	0	0	**66**	0	0	0	0	0	**0**	1	43	66	0	0	**109**	0	**196**
12:45PM	21	0	0	0	**21**	0	0	89	0	0	**89**	0	0	0	0	0	**0**	0	45	58	0	0	**103**	0	**213**
Total	87	0	0	0	**87**	12	0	297	0	0	**297**	0	0	0	0	0	**0**	2	173	243	0	0	**416**	1	**800**
% Approach	100%	0%	0%	0%	**-**	-	0%	100%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	41.6%	58.4%	0%	0%	**-**	-	-
% Total	10.9%	0%	0%	0%	**10.9%**	-	0%	37.1%	0%	0%	**37.1%**	-	0%	0%	0%	0%	**0%**	-	21.6%	30.4%	0%	0%	**52.0%**	-	-
PHF	0.750	-	-	-	**0.750**	-	-	0.848	-	-	**0.848**	-	-	-	-	-	**-**	-	0.940	0.840	-	-	**0.935**	-	0.935
Motorcycles	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Motorcycles	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0%	0%	0%	0%	**0%**	-	0%
Lights	84	0	0	0	**84**	-	0	284	0	0	**284**	-	0	0	0	0	**0**	-	167	232	0	0	**399**	-	767
% Lights	96.6%	0%	0%	0%	**96.6%**	-	0%	95.6%	0%	0%	**95.6%**	-	0%	0%	0%	0%	**-**	-	96.5%	95.5%	0%	0%	**95.9%**	-	95.9%
Single-Unit Trucks	2	0	0	0	**2**	-	0	6	0	0	**6**	-	0	0	0	0	**0**	-	3	6	0	0	**9**	-	17
% Single-Unit Trucks	2.3%	0%	0%	0%	**2.3%**	-	0%	2.0%	0%	0%	**2.0%**	-	0%	0%	0%	0%	**-**	-	1.7%	2.5%	0%	0%	**2.2%**	-	2.1%
Articulated Trucks	1	0	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3	1	0	0	**4**	-	5
% Articulated Trucks	1.1%	0%	0%	0%	**1.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	1.7%	0.4%	0%	0%	**1.0%**	-	0.6%
Buses	0	0	0	0	**0**	-	0	5	0	0	**5**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	8
% Buses	0%	0%	0%	0%	**0%**	-	0%	1.7%	0%	0%	**1.7%**	-	0%	0%	0%	0%	**-**	-	0%	1.2%	0%	0%	**0.7%**	-	1.0%
Bicycles on Road	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	3
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0.7%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**-**	-	0%	0.4%	0%	0%	**0.2%**	-	0.4%
Pedestrians	-	-	-	-	-	12	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Eastern Pkwy & Auther St / I65 Ramp - TMC
Tue Sep 15, 2020
Midday Peak (12 PM - 1 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781234, Location: 38.21272, -85.753382

Provided by: Qk4 - Louisville
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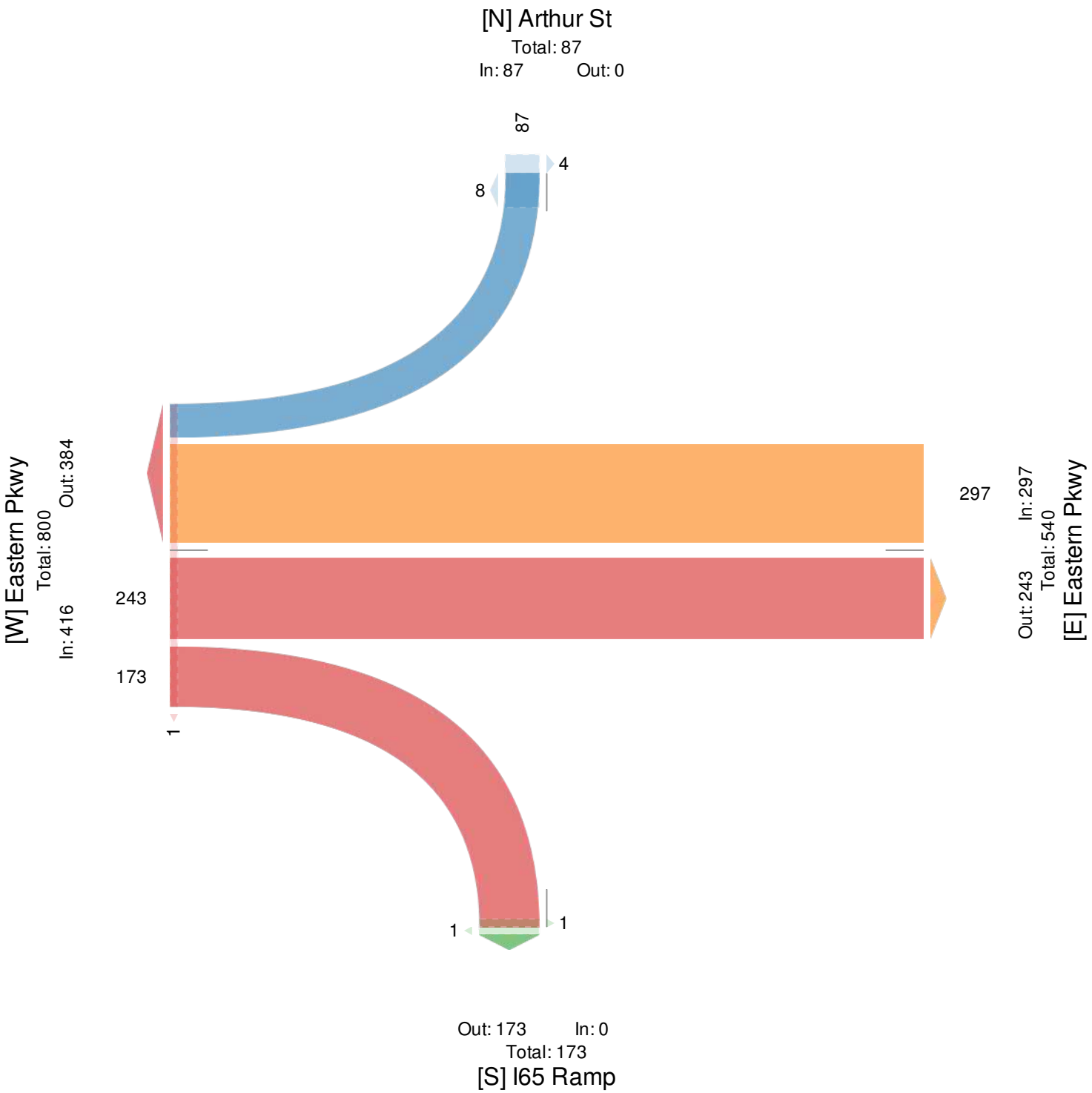

Eastern Pkwy & Auther St / I65 Ramp - TMC

Tue Sep 15, 2020
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781234, Location: 38.21272, -85.753382

Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US

Leg Direction	Arthur St Southbound						Eastern Pkwy Westbound						I65 Ramp Northbound						Eastern Pkwy Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2020-09-15 4:30PM	20	0	0	0	**20**	1	0	81	0	0	**81**	0	0	0	0	0	**0**	0	109	73	0	0	**182**	0	**283**
4:45PM	34	0	0	0	**34**	2	0	115	0	0	**115**	0	0	0	0	0	**0**	0	98	74	0	0	**172**	0	**321**
5:00PM	25	0	0	0	**25**	4	0	104	0	0	**104**	0	0	0	0	0	**0**	1	85	85	0	0	**170**	0	**299**
5:15PM	20	0	0	0	**20**	11	0	105	0	0	**105**	0	0	0	0	0	**0**	1	96	78	0	0	**174**	0	**299**
Total	99	0	0	0	**99**	18	0	405	0	0	**405**	0	0	0	0	0	**0**	2	388	310	0	0	**698**	0	**1202**
% Approach	100%	0%	0%	0%	**-**	-	0%	100%	0%	0%	**-**	-	0%	0%	0%	0%	**-**	-	55.6%	44.4%	0%	0%	**-**	-	-
% Total	8.2%	0%	0%	0%	**8.2%**	-	0%	33.7%	0%	0%	**33.7%**	-	0%	0%	0%	0%	**0%**	-	32.3%	25.8%	0%	0%	**58.1%**	-	-
PHF	0.728	-	-	-	**0.728**	-	-	0.878	-	-	**0.878**	-	-	-	-	-	**-**	-	0.890	0.903	-	-	**0.965**	-	0.933
Motorcycles	1	0	0	0	**1**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	7
% Motorcycles	1.0%	0%	0%	0%	**1.0%**	-	0%	1.0%	0%	0%	**1.0%**	-	0%	0%	0%	0%	**-**	-	0%	0.6%	0%	0%	**0.3%**	-	0.6%
Lights	98	0	0	0	**98**	-	0	395	0	0	**395**	-	0	0	0	0	**0**	-	382	300	0	0	**682**	-	1175
% Lights	99.0%	0%	0%	0%	**99.0%**	-	0%	97.5%	0%	0%	**97.5%**	-	0%	0%	0%	0%	**-**	-	98.5%	96.8%	0%	0%	**97.7%**	-	97.8%
Single-Unit Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	3
% Single-Unit Trucks	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**-**	-	0.3%	0.3%	0%	0%	**0.3%**	-	0.2%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	3	0	0	0	**3**	-	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**-**	-	0.8%	0%	0%	0%	**0.4%**	-	0.2%
Buses	0	0	0	0	**0**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	2	4	0	0	**6**	-	10
% Buses	0%	0%	0%	0%	**0%**	-	0%	1.0%	0%	0%	**1.0%**	-	0%	0%	0%	0%	**-**	-	0.5%	1.3%	0%	0%	**0.9%**	-	0.8%
Bicycles on Road	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	4
% Bicycles on Road	0%	0%	0%	0%	**0%**	-	0%	0.2%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**-**	-	0%	1.0%	0%	0%	**0.4%**	-	0.3%
Pedestrians	-	-	-	-	-	18	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Eastern Pkwy & Auther St / I65 Ramp - TMC
Tue Sep 15, 2020
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781234, Location: 38.21272, -85.753382

Provided by: Qk4 - Louisville
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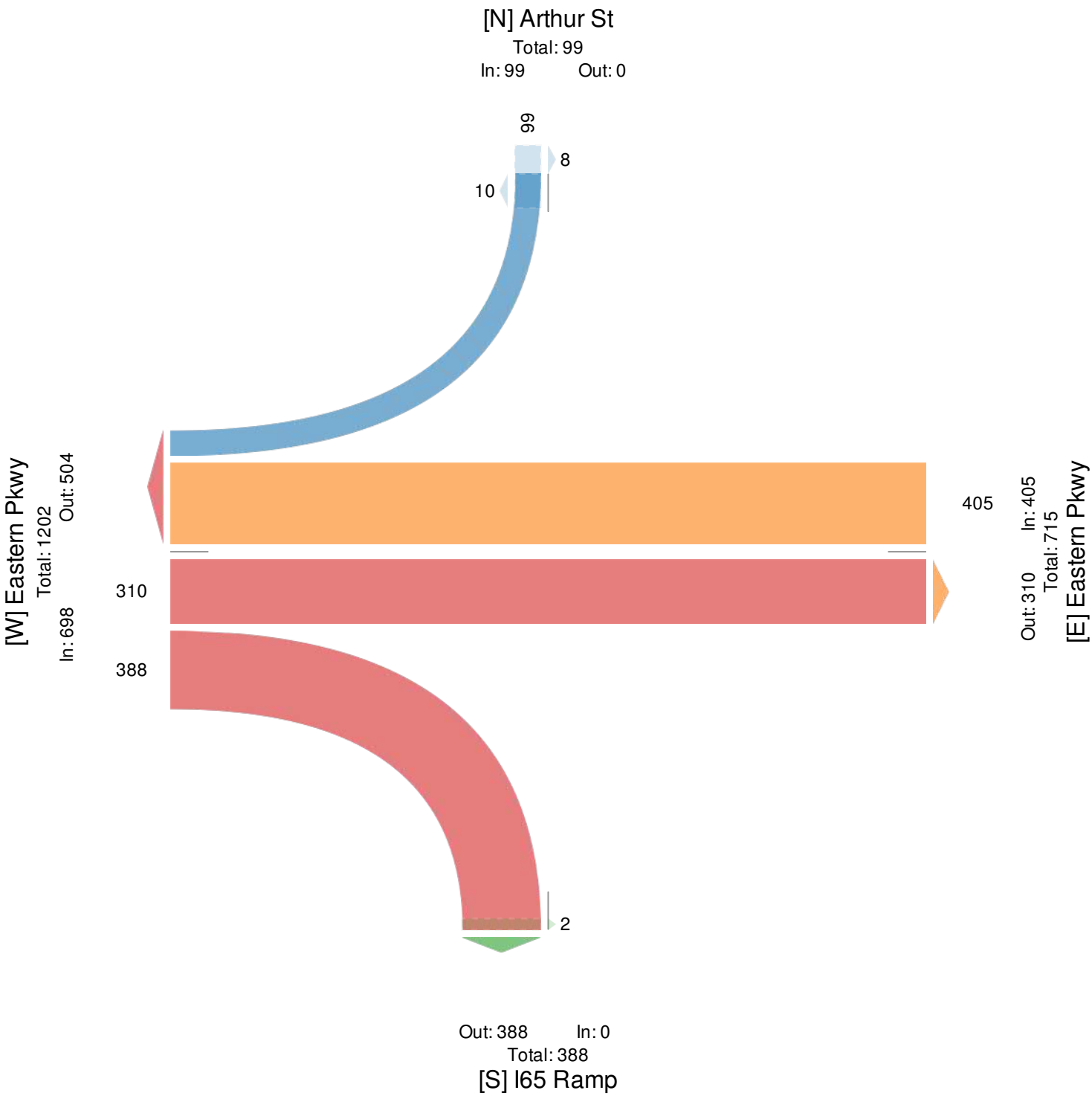
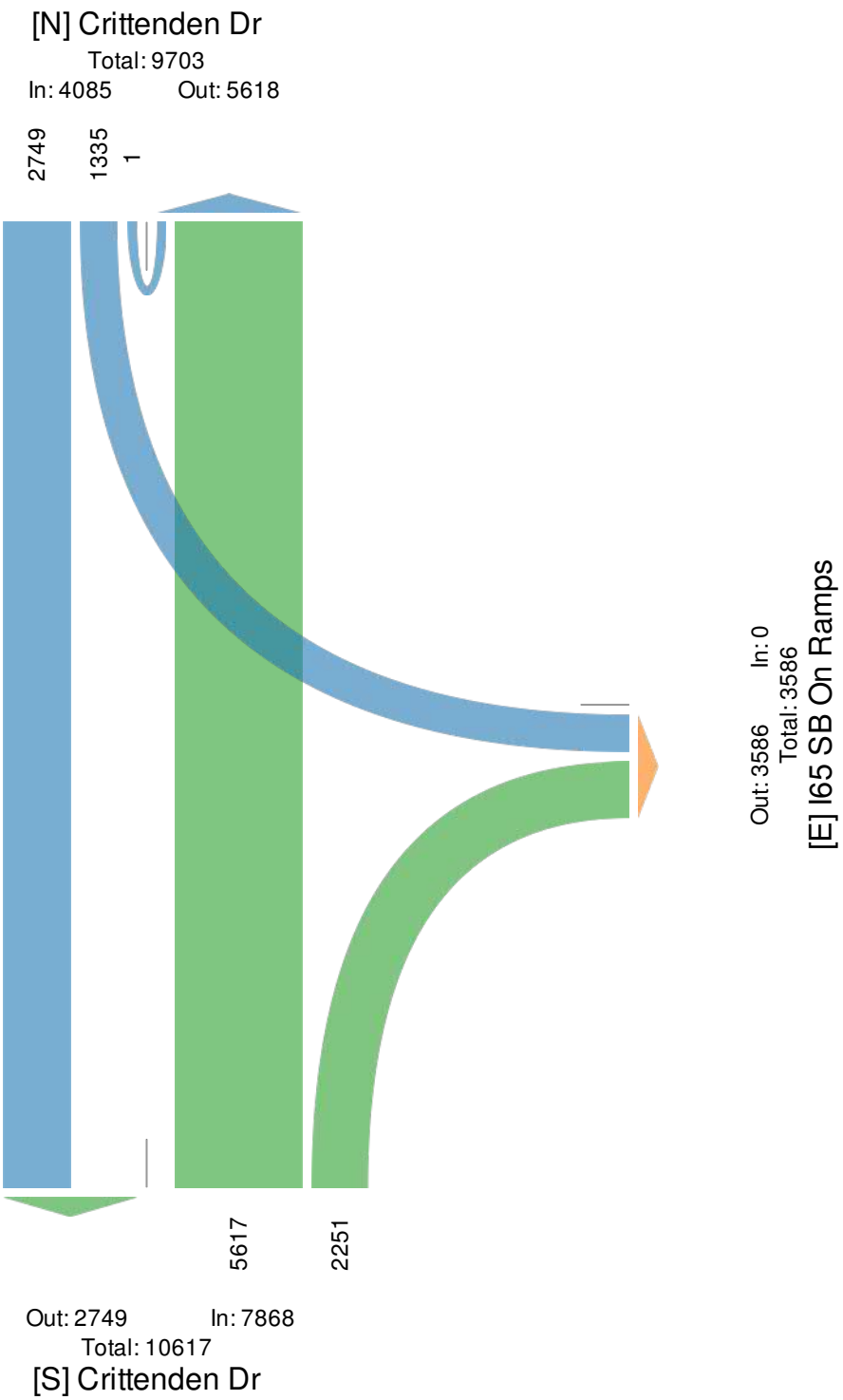


Leg Direction	Crittenden Dr Southbound					I65 SB On Ramps Westbound					Crittenden Dr Northbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
5:45PM	50	27	0	**77**	0	0	0	0	**0**	0	45	113	0	**158**	0	**235**
Hourly Total	279	147	0	**426**	0	0	0	0	**0**	0	257	579	0	**836**	0	**1262**
6:00PM	65	28	0	**93**	0	0	0	0	**0**	0	47	98	0	**145**	0	**238**
6:15PM	67	34	0	**101**	0	0	0	0	**0**	0	39	98	0	**137**	0	**238**
6:30PM	62	30	0	**92**	0	0	0	0	**0**	0	40	98	0	**138**	0	**230**
6:45PM	52	24	0	**76**	0	0	0	0	**0**	0	35	83	0	**118**	0	**194**
Hourly Total	246	116	0	**362**	0	0	0	0	**0**	0	161	377	0	**538**	0	**900**
Total	2749	1335	1	**4085**	0	0	0	0	**0**	0	2251	5617	0	**7868**	0	**11953**
% Approach	67.3%	32.7%	0%	**-**	-	0%	0%	0%	**-**	-	28.6%	71.4%	0%	**-**	-	-
% Total	23.0%	11.2%	0%	**34.2%**	-	0%	0%	0%	**0%**	-	18.8%	47.0%	0%	**65.8%**	-	-
Motorcycles	5	1	0	**6**	-	0	0	0	**0**	-	4	22	0	**26**	-	32
% Motorcycles	0.2%	0.1%	0%	**0.1%**	-	0%	0%	0%	**-**	-	0.2%	0.4%	0%	**0.3%**	-	0.3%
Lights	2636	1300	1	**3937**	-	0	0	0	**0**	-	2067	5271	0	**7338**	-	11275
% Lights	95.9%	97.4%	100%	**96.4%**	-	0%	0%	0%	**-**	-	91.8%	93.8%	0%	**93.3%**	-	94.3%
Single-Unit Trucks	68	26	0	**94**	-	0	0	0	**0**	-	84	179	0	**263**	-	357
% Single-Unit Trucks	2.5%	1.9%	0%	**2.3%**	-	0%	0%	0%	**-**	-	3.7%	3.2%	0%	**3.3%**	-	3.0%
Articulated Trucks	20	4	0	**24**	-	0	0	0	**0**	-	90	119	0	**209**	-	233
% Articulated Trucks	0.7%	0.3%	0%	**0.6%**	-	0%	0%	0%	**-**	-	4.0%	2.1%	0%	**2.7%**	-	1.9%
Buses	18	4	0	**22**	-	0	0	0	**0**	-	6	25	0	**31**	-	53
% Buses	0.7%	0.3%	0%	**0.5%**	-	0%	0%	0%	**-**	-	0.3%	0.4%	0%	**0.4%**	-	0.4%
Bicycles on Road	2	0	0	**2**	-	0	0	0	**0**	-	0	1	0	**1**	-	3
% Bicycles on Road	0.1%	0%	0%	**0%**	-	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Crittenden Dr & I65 SB On Ramps - TMC
Tue Sep 15, 2020
Full Length (7 AM-7 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781236, Location: 38.20614, -85.750842

Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US



Crittenden Dr & I65 SB On Ramps - TMC

Tue Sep 15, 2020
AM Peak (7:30 AM - 8:30 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781236, Location: 38.20614, -85.750842

Provided by: Qk4 - Louisville
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Louisville, KY, 40202, US

Leg	Crittenden Dr					I65 SB On Ramps					Crittenden Dr					
Direction	Southbound					Westbound					Northbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2020-09-15 7:30AM	44	34	0	**78**	0	0	0	0	**0**	0	42	114	0	**156**	0	**234**
7:45AM	47	41	0	**88**	0	0	0	0	**0**	0	42	119	0	**161**	0	**249**
8:00AM	28	27	0	**55**	0	0	0	0	**0**	0	37	111	0	**148**	0	**203**
8:15AM	45	28	0	**73**	0	0	0	0	**0**	0	32	102	0	**134**	0	**207**
Total	164	130	0	**294**	0	0	0	0	**0**	0	153	446	0	**599**	0	**893**
% Approach	55.8%	44.2%	0%	**-**	-	0%	0%	0%	**-**	-	25.5%	74.5%	0%	**-**	-	-
% Total	18.4%	14.6%	0%	**32.9%**	-	0%	0%	0%	**0%**	-	17.1%	49.9%	0%	**67.1%**	-	-
PHF	0.872	0.793	-	**0.835**	-	-	-	-	**-**	-	0.911	0.937	-	**0.930**	-	0.897
Motorcycles	1	0	0	**1**	-	0	0	0	**0**	-	0	2	0	**2**	-	3
% Motorcycles	0.6%	0%	0%	**0.3%**	-	0%	0%	0%	**-**	-	0%	0.4%	0%	**0.3%**	-	0.3%
Lights	154	125	0	**279**	-	0	0	0	**0**	-	130	403	0	**533**	-	812
% Lights	93.9%	96.2%	0%	**94.9%**	-	0%	0%	0%	**-**	-	85.0%	90.4%	0%	**89.0%**	-	90.9%
Single-Unit Trucks	4	4	0	**8**	-	0	0	0	**0**	-	12	24	0	**36**	-	44
% Single-Unit Trucks	2.4%	3.1%	0%	**2.7%**	-	0%	0%	0%	**-**	-	7.8%	5.4%	0%	**6.0%**	-	4.9%
Articulated Trucks	3	1	0	**4**	-	0	0	0	**0**	-	10	14	0	**24**	-	28
% Articulated Trucks	1.8%	0.8%	0%	**1.4%**	-	0%	0%	0%	**-**	-	6.5%	3.1%	0%	**4.0%**	-	3.1%
Buses	2	0	0	**2**	-	0	0	0	**0**	-	1	3	0	**4**	-	6
% Buses	1.2%	0%	0%	**0.7%**	-	0%	0%	0%	**-**	-	0.7%	0.7%	0%	**0.7%**	-	0.7%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	**-**	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Crittenden Dr & I65 SB On Ramps - TMC
Tue Sep 15, 2020
AM Peak (7:30 AM - 8:30 AM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781236, Location: 38.20614, -85.750842

Provided by: Qk4 - Louisville
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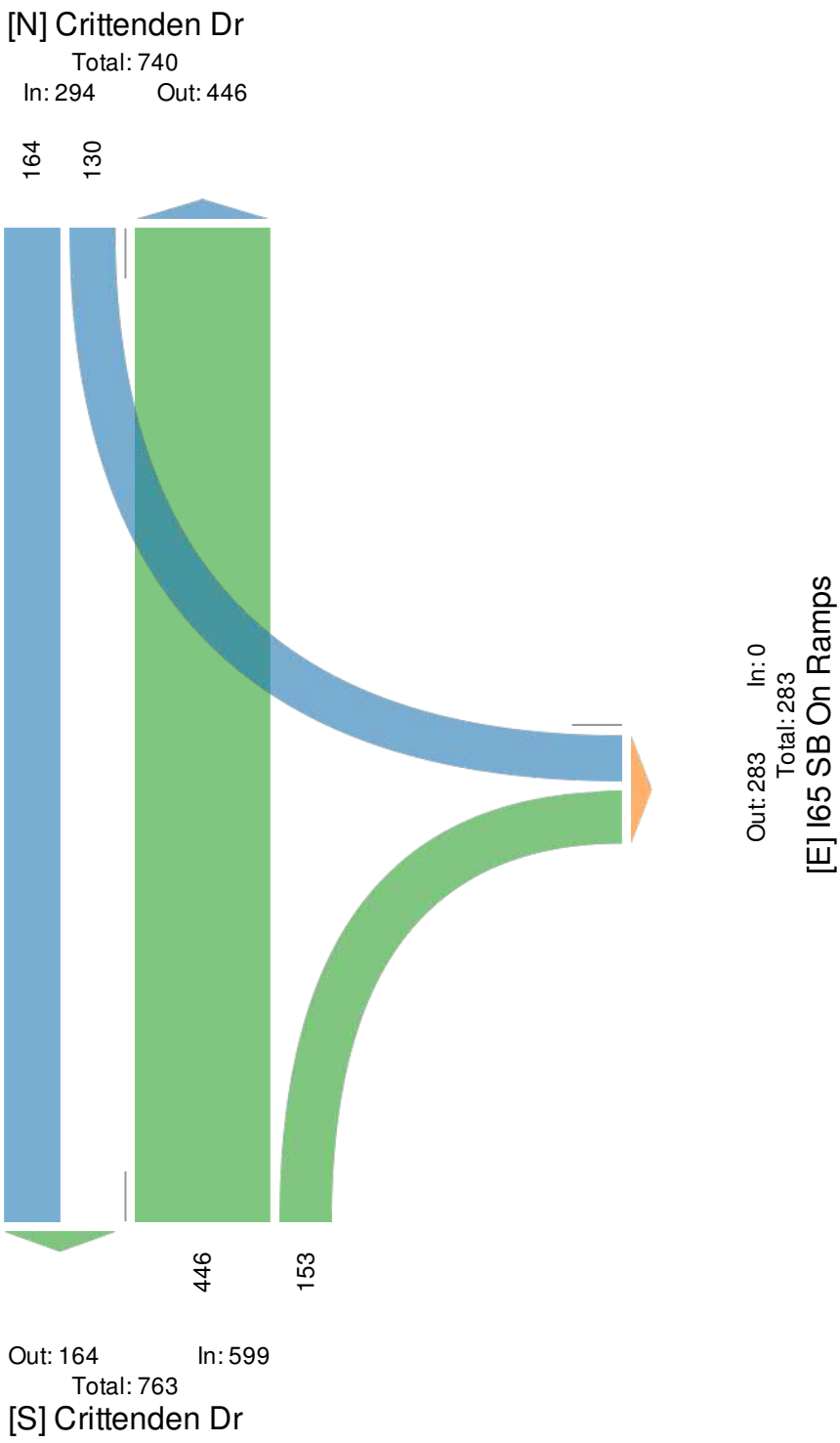

Crittenden Dr & I65 SB On Ramps - TMC

Tue Sep 15, 2020
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781236, Location: 38.20614, -85.750842

Provided by: Qk4 - Louisville
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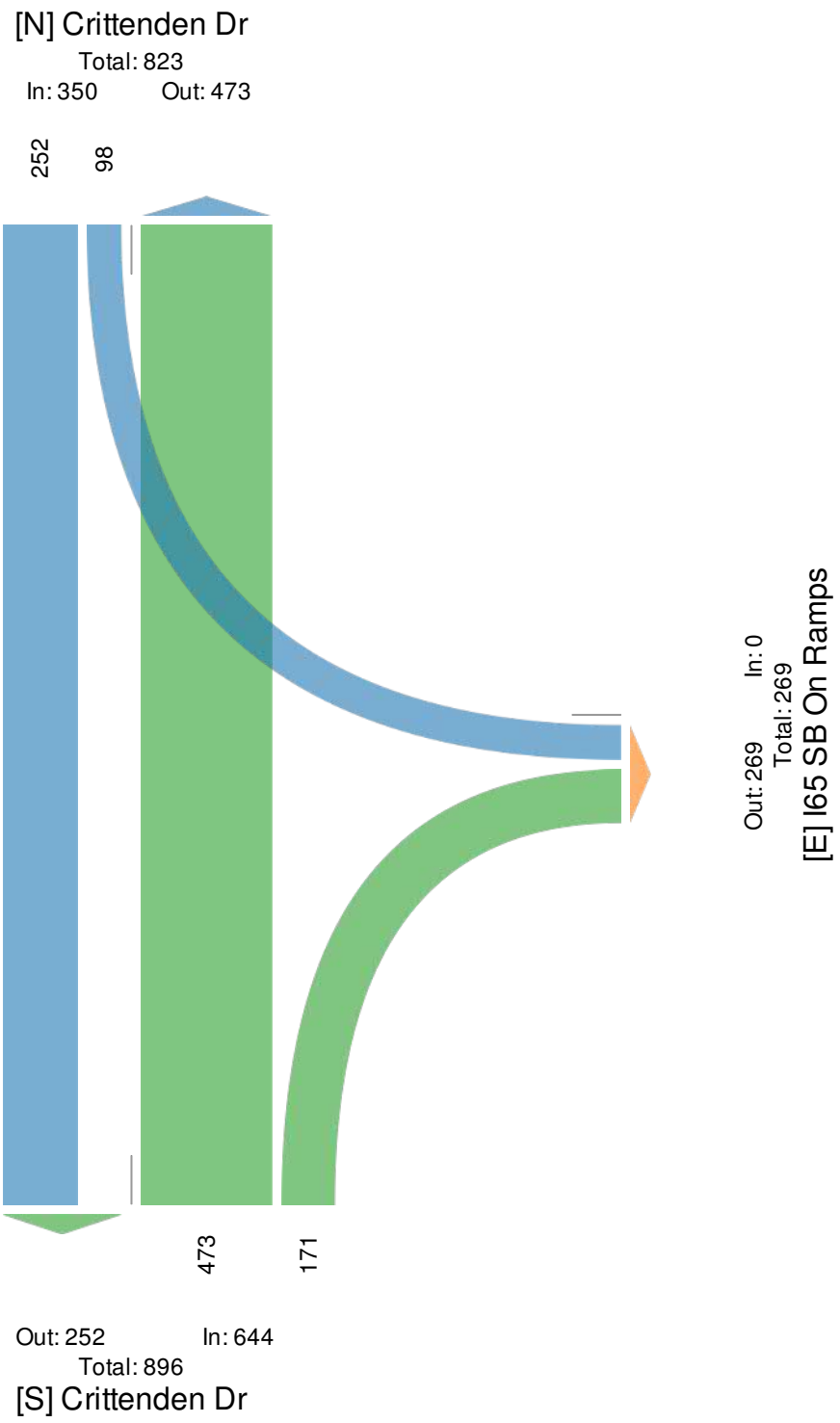
Louisville, KY, 40202, US

Leg Direction	Crittenden Dr Southbound					I65 SB On Ramps Westbound					Crittenden Dr Northbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2020-09-15 11:45AM	59	22	0	**81**	0	0	0	0	**0**	0	50	117	0	**167**	0	**248**
12:00PM	70	21	0	**91**	0	0	0	0	**0**	0	44	112	0	**156**	0	**247**
12:15PM	62	30	0	**92**	0	0	0	0	**0**	0	27	127	0	**154**	0	**246**
12:30PM	61	25	0	**86**	0	0	0	0	**0**	0	50	117	0	**167**	0	**253**
Total	252	98	0	**350**	0	0	0	0	**0**	0	171	473	0	**644**	0	**994**
% Approach	72.0%	28.0%	0%	-	-	0%	0%	0%	-	-	26.6%	73.4%	0%	-	-	-
% Total	25.4%	9.9%	0%	**35.2%**	-	0%	0%	0%	**0%**	-	17.2%	47.6%	0%	**64.8%**	-	-
PHF	0.900	0.817	-	**0.951**	-	-	-	-	-	-	0.855	0.931	-	**0.964**	-	0.982
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	1	3	0	**4**	-	4
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	-	-	0.6%	0.6%	0%	**0.6%**	-	0.4%
Lights	243	93	0	**336**	-	0	0	0	**0**	-	149	439	0	**588**	-	924
% Lights	96.4%	94.9%	0%	**96.0%**	-	0%	0%	0%	-	-	87.1%	92.8%	0%	**91.3%**	-	93.0%
Single-Unit Trucks	7	5	0	**12**	-	0	0	0	**0**	-	5	14	0	**19**	-	31
% Single-Unit Trucks	2.8%	5.1%	0%	**3.4%**	-	0%	0%	0%	-	-	2.9%	3.0%	0%	**3.0%**	-	3.1%
Articulated Trucks	2	0	0	**2**	-	0	0	0	**0**	-	16	14	0	**30**	-	32
% Articulated Trucks	0.8%	0%	0%	**0.6%**	-	0%	0%	0%	-	-	9.4%	3.0%	0%	**4.7%**	-	3.2%
Buses	0	0	0	**0**	-	0	0	0	**0**	-	0	3	0	**3**	-	3
% Buses	0%	0%	0%	**0%**	-	0%	0%	0%	-	-	0%	0.6%	0%	**0.5%**	-	0.3%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	-	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Crittenden Dr & I65 SB On Ramps - TMC
Tue Sep 15, 2020
Midday Peak (11:45 AM - 12:45 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781236, Location: 38.20614, -85.750842

Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US



Crittenden Dr & I65 SB On Ramps - TMC

Tue Sep 15, 2020
PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781236, Location: 38.20614, -85.750842

Provided by: Qk4 - Louisville
815 W. Market St., Suite 300,
Louisville, KY, 40202, US

Leg Direction	Crittenden Dr Southbound					I65 SB On Ramps Westbound					Crittenden Dr Northbound					
Time	T	L	U	**App**	Ped*	R	L	U	**App**	Ped*	R	T	U	**App**	Ped*	**Int**
2020-09-15 3:45PM	65	50	0	**115**	0	0	0	0	**0**	0	67	136	0	**203**	0	**318**
4:00PM	60	33	0	**93**	0	0	0	0	**0**	0	87	185	0	**272**	0	**365**
4:15PM	84	48	0	**132**	0	0	0	0	**0**	0	85	142	0	**227**	0	**359**
4:30PM	73	43	0	**116**	0	0	0	0	**0**	0	81	152	0	**233**	0	**349**
Total	282	174	0	**456**	0	0	0	0	**0**	0	320	615	0	**935**	0	**1391**
% Approach	61.8%	38.2%	0%	-	-	0%	0%	0%	-	-	34.2%	65.8%	0%	-	-	-
% Total	20.3%	12.5%	0%	**32.8%**	-	0%	0%	0%	**0%**	-	23.0%	44.2%	0%	**67.2%**	-	-
PHF	0.839	0.870	-	**0.864**	-	-	-	-	-	-	0.920	0.831	-	**0.859**	-	0.953
Motorcycles	0	0	0	**0**	-	0	0	0	**0**	-	0	3	0	**3**	-	3
% Motorcycles	0%	0%	0%	**0%**	-	0%	0%	0%	-	-	0%	0.5%	0%	**0.3%**	-	0.2%
Lights	275	173	0	**448**	-	0	0	0	**0**	-	304	592	0	**896**	-	1344
% Lights	97.5%	99.4%	0%	**98.2%**	-	0%	0%	0%	-	-	95.0%	96.3%	0%	**95.8%**	-	96.6%
Single-Unit Trucks	5	0	0	**5**	-	0	0	0	**0**	-	5	13	0	**18**	-	23
% Single-Unit Trucks	1.8%	0%	0%	**1.1%**	-	0%	0%	0%	-	-	1.6%	2.1%	0%	**1.9%**	-	1.7%
Articulated Trucks	0	1	0	**1**	-	0	0	0	**0**	-	10	6	0	**16**	-	17
% Articulated Trucks	0%	0.6%	0%	**0.2%**	-	0%	0%	0%	-	-	3.1%	1.0%	0%	**1.7%**	-	1.2%
Buses	2	0	0	**2**	-	0	0	0	**0**	-	1	1	0	**2**	-	4
% Buses	0.7%	0%	0%	**0.4%**	-	0%	0%	0%	-	-	0.3%	0.2%	0%	**0.2%**	-	0.3%
Bicycles on Road	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Bicycles on Road	0%	0%	0%	**0%**	-	0%	0%	0%	-	-	0%	0%	0%	**0%**	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Crittenden Dr & I65 SB On Ramps - TMC
Tue Sep 15, 2020
PM Peak (3:45 PM - 4:45 PM) - Overall Peak Hour
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road)
All Movements
ID: 781236, Location: 38.20614, -85.750842

Provided by: Qk4 - Louisville
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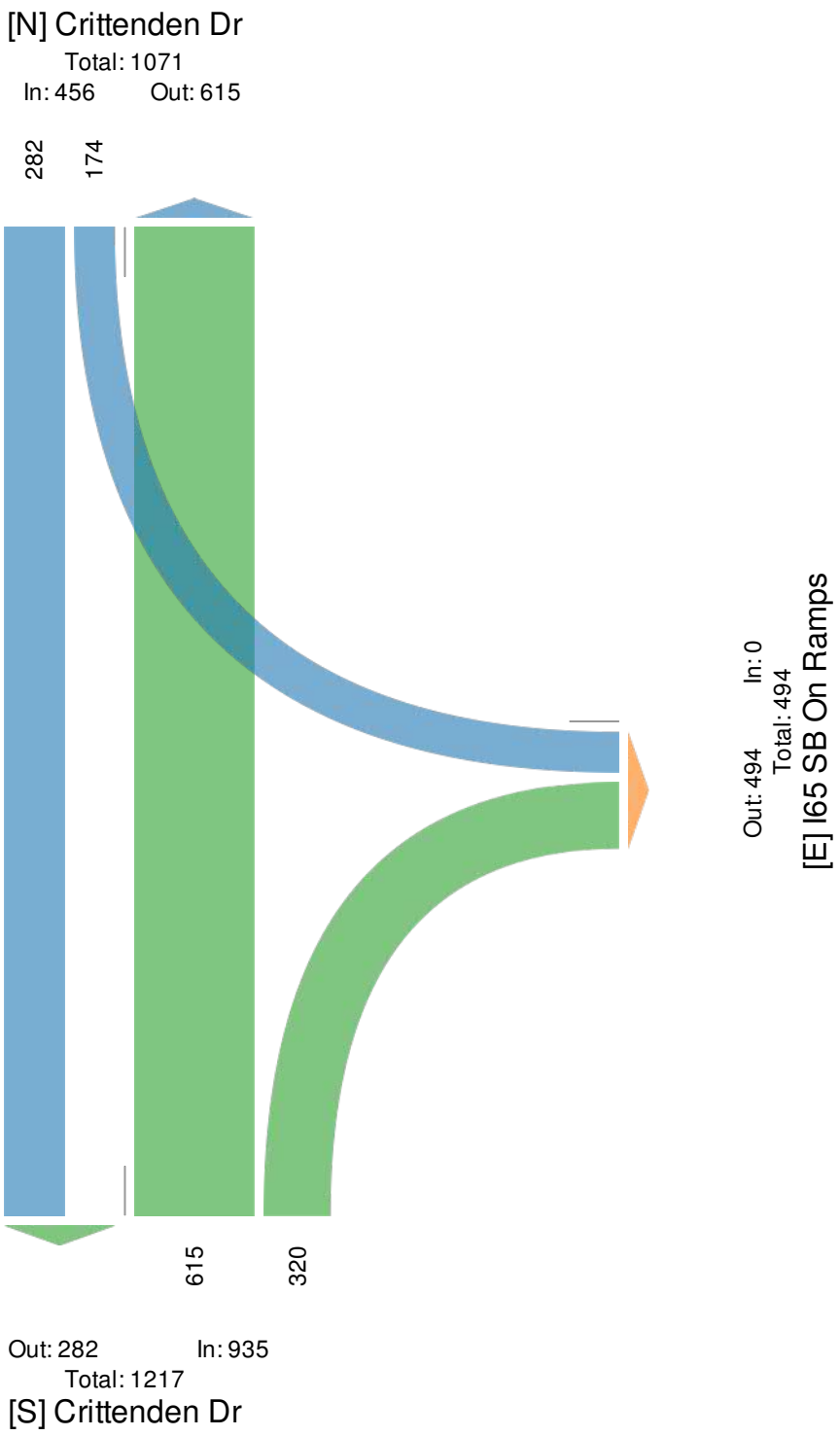
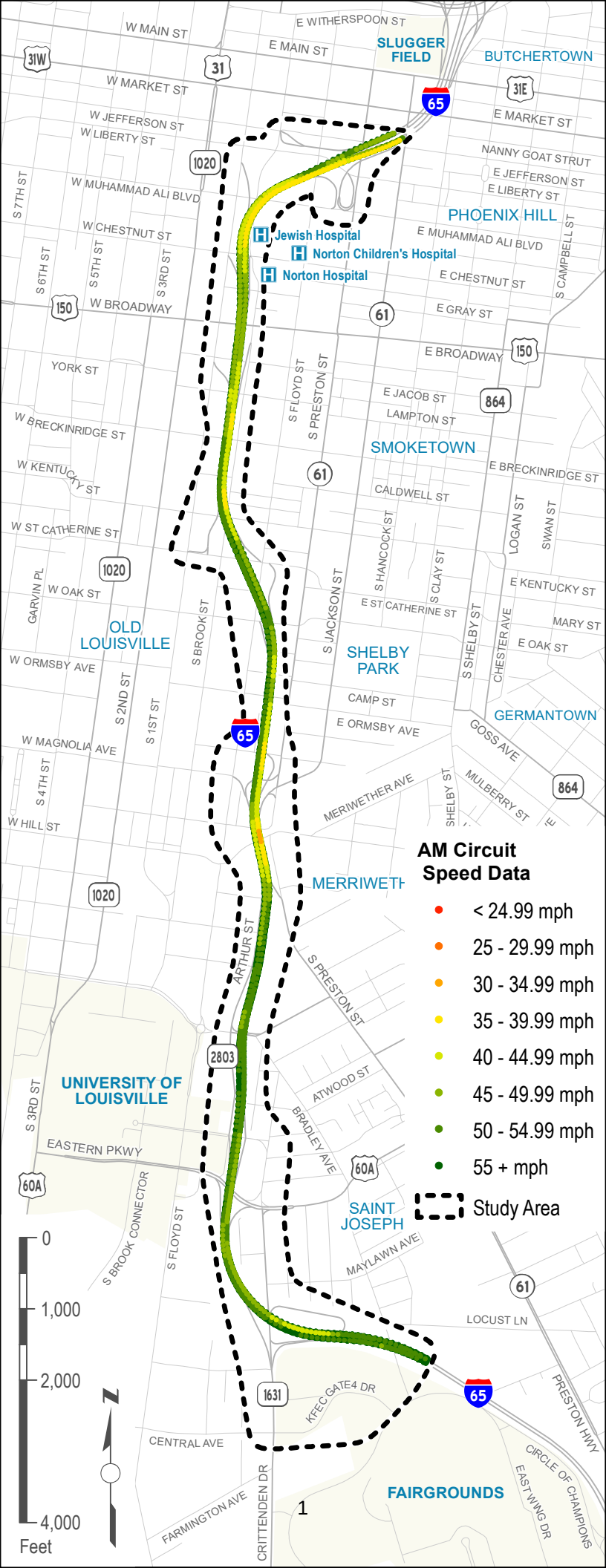
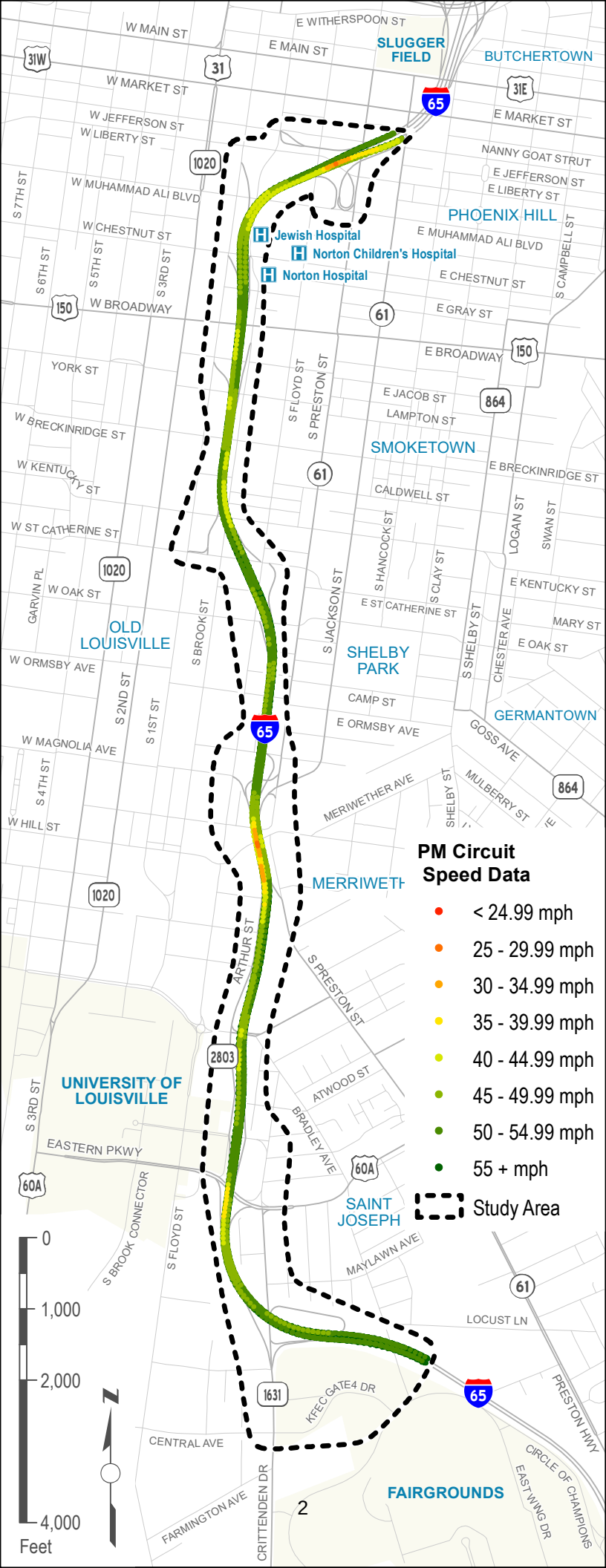


Appendix C

Travel Time Run Data


AM Circuit Speed Data
< 24.99 mph
25 - 29.99 mph
30 - 34.99 mph
35 - 39.99 mph
40 - 44.99 mph
45 - 49.99 mph
50 - 54.99 mph
55 + mph
Study Area
0
1,000
2,000
4,000
Feet
N
SLUGGER FIELD
BUTCHERTOWN
PHOENIX HILL
Jewish Hospital
Norton Children's Hospital
Norton Hospital
SMOKETOWN
OLD LOUISVILLE
SHELBY PARK
GERMANTOWN
MERRIWETH
UNIVERSITY OF LOUISVILLE
SAINT JOSEPH
FAIRGROUNDS
W MAIN ST
E MAIN ST
E WITHERSPOON ST
W MARKET ST
E MARKET ST
W JEFFERSON ST
W LIBERTY ST
E JEFFERSON ST
E LIBERTY ST
NANNY GOAT STRUT
W MUHAMMAD ALI BLVD
E MUHAMMAD ALI BLVD
W CHESTNUT ST
E CHESTNUT ST
W BROADWAY
E BROADWAY
E GRAY ST
YORK ST
W BRECKINRIDGE ST
E BRECKINRIDGE ST
W KENTUCKY ST
E KENTUCKY ST
W ST CATHERINE ST
E ST CATHERINE ST
CALDWELL ST
E JACOB ST
LAMPTON ST
W OAK ST
E OAK ST
MARY ST
W ORMSBY AVE
E ORMSBY AVE
CAMP ST
W MAGNOLIA AVE
GOSS AVE
MULBERRY ST
MERIWETHER AVE
W HILL ST
ATWOOD ST
EASTERN PKWY
MAYLAWN AVE
LOCUST LN
CENTRAL AVE
KREC GATE4 DR
PRESTON HWY
CIRCLE OF CHAMPIONS
EAST WING DR
FARMINGTON AVE
CRITTENDEN DR
S 7TH ST
S 6TH ST
S 5TH ST
S 3RD ST
S FLOYD ST
S PRESTON ST
S JACKSON ST
S HANCOCK ST
S CLAY ST
S SHELBY ST
LOGAN ST
SWAN ST
CHESTER AVE
S CAMPBELL ST
GARVIN PL
S BROOK ST
S 2ND ST
S 1ST ST
S 4TH ST
ARTHUR ST
S BROOK CONNECTOR
BRADLEY AVE
31W
31
31E
65
1020
150
61
864
2803
60A
1631

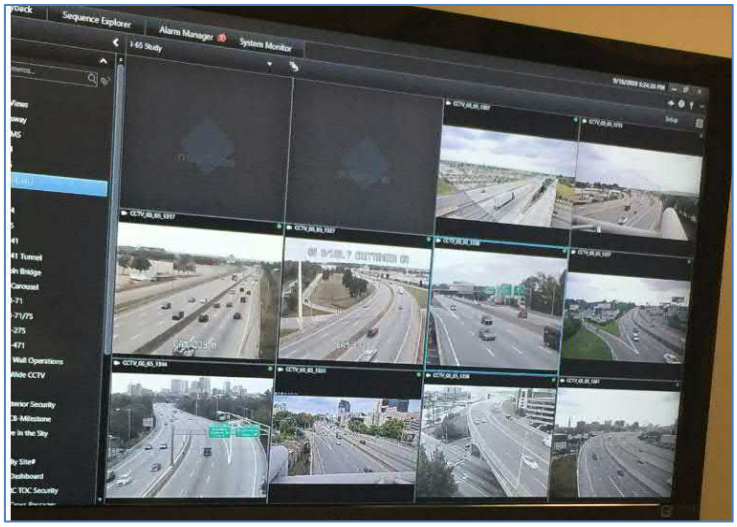

PM Circuit Speed Data
< 24.99 mph
25 - 29.99 mph
30 - 34.99 mph
35 - 39.99 mph
40 - 44.99 mph
45 - 49.99 mph
50 - 54.99 mph
55 + mph
Study Area
0
1,000
2,000
4,000
Feet
N
2
SLUGGER FIELD
BUTCHERTOWN
PHOENIX HILL
Jewish Hospital
Norton Children's Hospital
Norton Hospital
SMOKETOWN
OLD LOUISVILLE
SHELBY PARK
GERMANTOWN
MERRIWETH
UNIVERSITY OF LOUISVILLE
SAINT JOSEPH
FAIRGROUNDS
W MAIN ST
E MAIN ST
E WITHERSPOON ST
W MARKET ST
E MARKET ST
W JEFFERSON ST
W LIBERTY ST
E JEFFERSON ST
E LIBERTY ST
NANNY GOAT STRUT
W MUHAMMAD ALI BLVD
E MUHAMMAD ALI BLVD
W CHESTNUT ST
E CHESTNUT ST
W BROADWAY
E BROADWAY
E GRAY ST
YORK ST
E JACOB ST
LAMPTON ST
W BRECKINRIDGE ST
E BRECKINRIDGE ST
W KENTUCKY ST
E KENTUCKY ST
CALDWELL ST
W ST CATHERINE ST
E ST CATHERINE ST
W OAK ST
E OAK ST
MARY ST
W ORMSBY AVE
E ORMSBY AVE
CAMP ST
W MAGNOLIA AVE
GOSS AVE
MULBERRY ST
MERIWETHER AVE
W HILL ST
ATWOOD ST
EASTERN PKWY
MAYLAWN AVE
LOCUST LN
CENTRAL AVE
KFEC GATE4 DR
FARMINGTON AVE
CRITTENDEN DR
CIRCLE OF CHAMPIONS
EAST WING DR
PRESTON HWY
S 7TH ST
S 6TH ST
S 5TH ST
S 3RD ST
S FLOYD ST
S PRESTON ST
S JACKSON ST
S HANCOCK ST
S CLAY ST
S SHELBY ST
CHESTER AVE
LOGAN ST
SWAN ST
S CAMPBELL ST
GARVIN PL
S BROOK ST
S 2ND ST
S 1ST ST
S 4TH ST
ARTHUR ST
S BROOK CONNECTOR
BRADLEY AVE
31W
31
31E
65
1020
150
61
864
2803
60A
1631

Appendix D

TRIMARC Traffic Camera Observations

TRIMARC Traffic Camera Observations

As part of the Non-Traffic Count Data Collection the Planning Team consultant observed traffic flow via TRIMARC (Traffic Response and Incident Management Assisting the River City) cameras along the I-65 corridor within the limits of the study area. The observation and the data collected coincided with the Travel Time Runs which occurred during the AM (7:00 am – 9:00 am) and PM (4:00 pm – 6:00 pm) peak hours on Tuesday, September 15th and Wednesday, September 16th of 2020.



TRIMARC traffic control center was used to observe traffic in the AM and PM Peak hours. TRIMARC has 8 CCTV camera along the corridor and can observe all the ramps and most of mainline I-65 within the limits of the study area.

During both the AM and PM Peak Hour there did not appear to be any backups that affected the traffic speeds or contributed to congestion within the project limits. The traffic using the ramps to enter and exit I-65 appeared to be able to make these movements unimpeded. Traffic entering, I-65 was able to merge without negatively affecting the operations of mainline I-65. Traffic exiting, I-65 did so without effecting mainline operations and the ramp queuing never appeared to exceed the storage limits of the exit ramps. TRMARC staff participated in the observations with the consultant. During the observation there was discussions on how traffic patterns have been affected by COVID 19. From their observations TRIMARC staff felt that the traffic volumes had not yet met the volumes that were being experienced prior to COVID 19. They also felt that the traffic volumes were less concentrated in the peak hours as motorists have adjusted their driving habits to avoid peak time traffic.

I-65 near Preston Street
8:10 AM on 9/15/20

I-65 near St. Catherine Street
7:25 AM on 9/16/20

I-65 near Brook Street/Broadway Ramp
7:35 AM on 9/15/20

I-65 near Crittenden Drive
5:06 PM on 9/16/20

The consultant did observe that Northbound I-65 traffic using Exit 136B (Brook Street) treated the ramp as a two-lane ramp even though it is marked as a one-lane ramp. It appears that if traffic using this ramp treated it as a one-lane ramp then the queue lengths might exceed the capacity of the ramp. See below Photo.

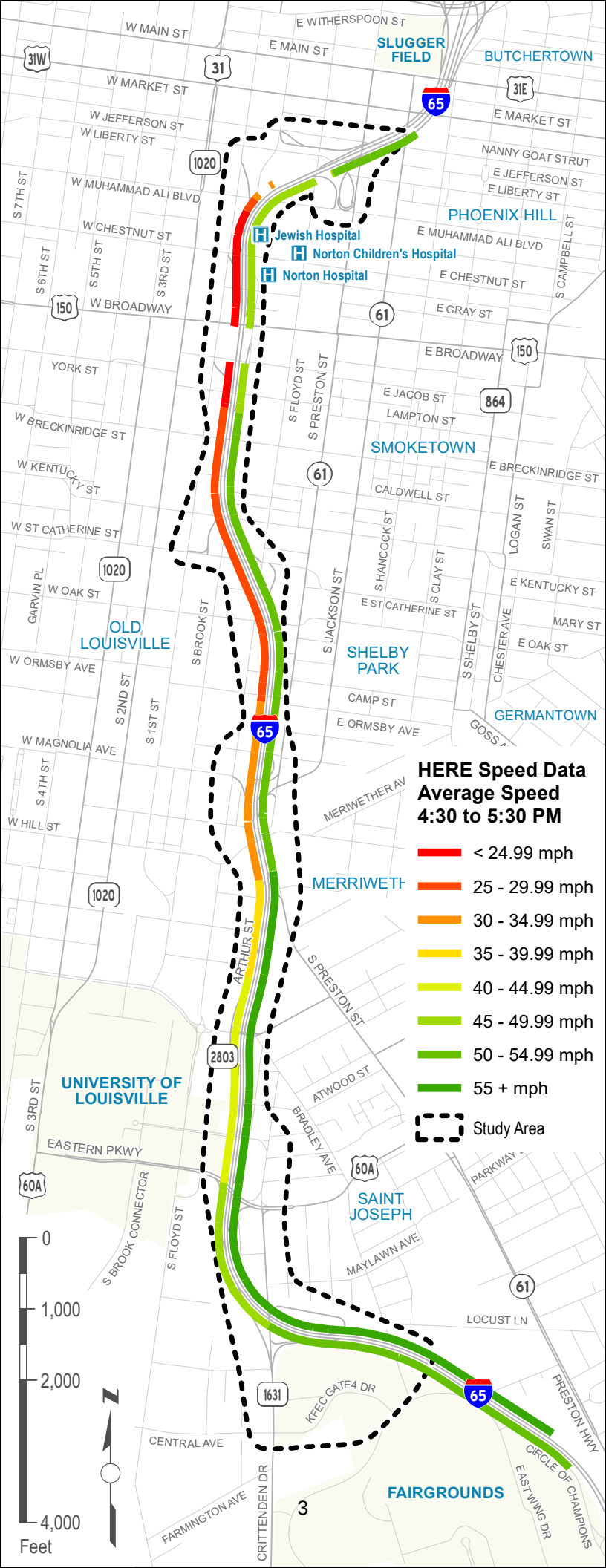
NB I-65 Exit Ramp to Brook Street; 9/16 at 8:10AM.
Traffic operating as 2 lanes on a 1 lane ramp

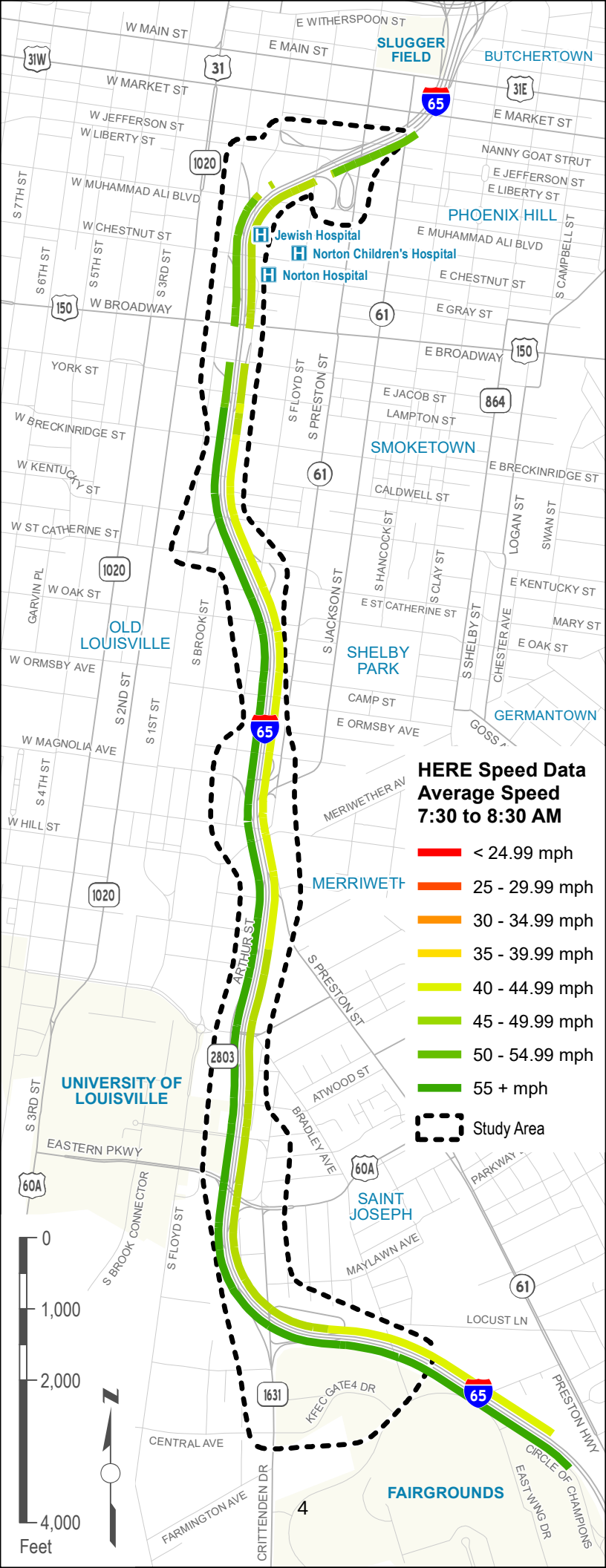
Appendix E

HERE Speed Data

SORT	bmp	emp	7:00 AM to 7:15 AM	7:15 AM to 7:30 AM	7:30 AM to 7:45 AM	7:45 AM to 8:00 AM	8:00 AM to 8:15 AM	8:15 AM to 8:30 AM	8:30 AM to 8:45 AM	8:45 AM to 9:00 AM	4:00 PM to 4:15 PM	4:15 PM to 4:30 PM	4:30 PM to 4:45 PM	4:45 PM to 5:00 PM	5:00 PM to 5:15 PM	5:15 PM to 5:30 PM	5:30 PM to 5:45 PM	5:45 PM to 6:00 PM	NORTHBOUND
29036	135.929	136.032	55	54	53	52	53	53	53	53	54	54	53	52	52	51	51	54	
66516	135.899	135.929	55	54	52	52	52	53	53	53	54	54	53	52	52	51	51	53	
17600	135.858	135.899	55	54	52	51	52	53	53	53	54	53	53	51	51	50	50	53	
57258	135.827	135.858	54	53	52	51	52	52	52	52	53	53	52	50	50	49	49	52	137 CD to Kennedy Int
39718	135.792	135.827	54	53	52	51	52	52	52	52	53	53	52	50	50	49	49	52	
33817	135.787	135.792	53	51	50	49	50	51	51	51	52	51	50	47	47	44	45	49	
54824	135.736	135.741	53	51	49	48	49	50	50	51	52	51	50	47	47	45	46	50	136C M Ali Off-Ramp
29323	135.691	135.736	53	51	49	48	49	50	50	50	52	51	50	47	47	45	45	50	
14024	135.670	135.691	53	51	49	48	49	50	50	50	52	51	50	47	47	45	46	50	
29894	135.598	135.670	52	51	49	48	49	50	50	50	51	50	49	47	47	45	46	50	
62213	135.482	135.598	49	47	46	45	47	47	47	47	50	49	48	47	47	45	45	49	
16570	135.431	135.482	52	50	48	46	48	48	49	49	51	50	50	48	48	46	47	50	
51445	135.363	135.431	52	50	47	46	48	48	49	48	52	51	50	48	49	47	47	50	
53378	135.314	135.363	52	50	47	46	48	49	49	49	52	51	51	49	49	47	48	51	
62754	135.294	135.314	52	50	47	46	48	48	48	49	52	51	51	49	49	47	48	51	
10692	135.286	135.294	52	50	47	45	48	48	48	48	52	51	50	49	49	47	48	51	
11127	135.273	135.286	52	50	47	46	47	48	48	48	52	51	51	49	49	47	48	51	136B Brook/Chestnut Off-Ramp
55188	135.245	135.273	52	50	46	45	47	48	48	48	52	51	51	49	50	47	48	51	
24517	135.045	135.152	51	49	45	44	46	47	47	47	51	51	50	49	50	48	49	50	
12794	135.019	135.045	50	47	43	42	45	45	46	46	51	50	50	49	49	47	48	50	136A Brook Off-Ramp
37081	135.004	135.019	55	52	47	46	49	50	50	50	55	54	54	53	54	52	52	54	
35077	134.961	135.004	55	51	45	45	48	48	48	49	55	54	54	53	53	51	52	54	
7165	134.820	134.961	53	49	42	42	45	46	46	47	54	53	53	52	53	51	51	53	
59983	134.800	134.820	54	49	42	42	46	46	46	47	54	54	54	53	53	51	52	54	
35076	134.741	134.800	54	48	40	40	44	45	45	46	54	54	53	52	53	51	51	53	Catherine On-Ramp
48775	134.736	134.741	54	49	41	41	45	46	46	46	54	54	54	53	53	51	52	53	
42947	134.528	134.736	54	48	38	38	43	44	44	45	55	54	54	53	53	52	52	53	
9232	134.409	134.528	55	49	38	39	44	45	45	45	55	55	55	54	54	53	53	54	
4393	134.382	134.409	55	50	40	40	45	45	46	46	55	55	55	54	54	53	53	55	135 Catherine Off-Ramp
62003	134.305	134.382	55	50	40	41	45	46	46	46	56	55	55	54	55	53	53	55	
41860	134.242	134.305	55	51	41	41	45	46	46	47	56	55	55	55	55	54	54	55	
5218	134.092	134.242	55	51	41	41	45	46	46	47	56	55	55	55	55	54	54	55	
56088	133.958	134.092	55	52	42	41	46	46	47	47	56	55	55	55	55	54	54	55	
53448	133.928	133.958	55	51	42	41	46	47	47	47	55	55	55	54	55	54	54	55	134B Woodbine Off-Ramp
18873	133.912	133.928	55	51	42	41	46	47	47	47	55	55	55	54	55	54	54	55	134A Preston/Jackson Off-Ramp
61458	133.870	133.912	55	51	42	41	46	46	47	47	55	55	55	54	55	53	53	54	Rail/Burnett Crossing
64967	133.864	133.870	55	51	43	41	46	47	47	48	55	55	55	54	55	54	54	55	
42945	133.767	133.864	55	51	43	40	46	46	46	47	55	55	54	54	54	54	53	54	
41722	133.753	133.767	56	52	44	41	46	47	47	48	56	55	55	55	55	54	54	55	
33301	133.563	133.753	56	53	44	41	47	47	48	49	56	56	56	55	56	55	55	56	
37322	133.496	133.563	56	53	45	42	47	48	48	49	57	57	56	56	56	55	55	57	
18323	133.371	133.496	56	53	45	42	48	48	49	49	57	56	56	56	56	55	55	56	Preston On-Ramp
51987	133.220	133.371	56	53	45	42	48	48	49	49	56	56	56	56	56	55	55	56	
56281	133.182	133.220	56	53	46	42	48	48	49	50	57	56	56	56	56	56	56	57	
2935	133.147	133.182	56	53	46	42	48	48	49	50	57	56	56	56	56	56	56	57	Warnock On-Ramp
1468	133.107	133.147	56	53	46	42	48	48	49	50	57	56	56	56	56	56	56	57	
29030	133.085	133.107	56	53	46	42	48	48	49	50	57	56	57	56	57	56	56	57	
8433	133.060	133.085	56	53	46	42	48	48	49	50	57	56	56	56	57	56	56	57	
2986	132.931	133.060	56	53	46	42	48	48	49	50	57	56	57	56	56	56	56	57	133 Warnock Off-Ramp
10629	132.898	132.931	56	52	46	42	48	48	50	50	57	56	56	56	56	56	56	57	
28666	132.872	132.898	56	52	46	42	48	48	50	50	57	56	57	56	56	56	56	57	
51059	132.800	132.872	56	52	46	42	48	48	50	50	57	56	57	56	56	56	56	57	
37247	132.759	132.800	56	52	46	42	48	48	50	50	57	56	57	57	56	56	56	57	132 Eastern Off-Ramp
26841	132.663	132.759	55	52	46	42	47	48	50	50	57	56	56	56	56	56	56	57	
23839	132.552	132.663	55	51	46	41	47	48	49	50	56	56	56	56	56	56	56	56	
35739	132.421	132.552	55	51	45	41	47	48	49	50	57	56	57	57	56	56	56	57	Crittenden On-Ramp
26840	132.380	132.421	56	51	46	41	47	49	50	51	57	57	57	57	57	56	57	57	
47934	131.719	132.380	56	51	45	39	45	48	50	51	58	58	58	58	58	57	57	58	Fairgrounds/Gate 6

SORT	bmp	emp	7:00 AM to 7:15 AM	7:15 AM to 7:30 AM	7:30 AM to 7:45 AM	7:45 AM to 8:00 AM	8:00 AM to 8:15 AM	8:15 AM to 8:30 AM	8:30 AM to 8:45 AM	8:45 AM to 9:00 AM	4:00 PM to 4:15 PM	4:15 PM to 4:30 PM	4:30 PM to 4:45 PM	4:45 PM to 5:00 PM	5:00 PM to 5:15 PM	5:15 PM to 5:30 PM	5:30 PM to 5:45 PM	5:45 PM to 6:00 PM	**SOUTHBOUND**
17605	135.644	135.633	50	48	47	44	46	48	48	49	43	37	38	32	35	34	40	46	
38944	135.602	135.586	51	50	50	49	50	51	51	52	42	33	35	27	30	28	38	46	
30806	135.586	135.561	51	50	50	49	50	51	51	51	41	31	33	25	29	27	36	45	
66164	135.561	135.551	54	53	53	52	53	53	53	53	40	29	32	24	26	25	34	43	
50902	135.551	135.487	53	52	52	51	52	52	52	52	37	26	28	20	23	21	30	41	First/Liberty On-Ramp
10161	135.487	135.435	54	52	52	52	52	53	53	53	36	25	28	20	23	21	30	41	
26738	135.435	135.407	54	53	52	52	53	53	53	53	37	26	28	20	23	21	31	41	
33575	135.407	135.312	54	53	52	52	53	53	53	53	36	25	27	20	23	21	30	41	
11822	135.312	135.294	54	53	53	52	53	53	53	53	36	26	28	20	23	21	31	41	First/Chestnut On-Ramp
2885	135.294	135.272	54	52	52	52	53	53	53	53	37	26	28	21	24	21	31	41	
23845	135.272	135.244	54	52	52	52	53	53	53	53	37	26	28	21	24	22	31	41	
26494	135.149	135.038	54	52	52	52	53	53	53	53	36	26	27	21	24	22	32	41	
10450	135.038	135.027	53	52	52	52	52	53	52	53	36	26	28	22	25	23	32	41	
41730	135.027	134.799	58	56	56	56	57	57	57	57	39	28	30	24	27	25	34	45	First On-Ramp to 135 Catherine Off-Ramp
63487	134.799	134.735	58	57	57	57	57	57	57	57	39	29	30	25	28	26	35	45	
27525	134.735	134.507	58	57	57	56	57	57	57	57	38	29	29	25	27	26	35	45	
18881	134.507	134.436	58	57	57	57	57	57	57	57	39	29	30	26	28	27	35	45	
26679	134.436	134.405	58	57	57	57	57	57	57	57	39	30	30	26	29	27	35	45	
38522	134.405	134.300	58	57	57	57	57	57	57	57	38	29	29	26	28	27	35	45	
52733	134.300	134.271	58	57	57	57	57	57	57	57	38	31	30	27	29	28	36	45	Oak On-Ramp
34772	134.271	134.237	58	57	57	57	57	57	57	57	39	31	30	27	30	28	36	45	
49513	134.237	134.221	58	57	57	57	57	57	57	57	39	31	31	28	30	29	36	46	
48893	134.221	134.083	57	57	56	57	57	57	57	57	39	32	32	29	31	30	37	46	
22742	134.083	134.011	57	57	56	57	57	57	57	57	40	34	33	31	32	31	38	46	
45772	134.011	133.946	57	56	56	57	57	57	57	57	40	35	34	31	33	32	38	47	
51271	133.946	133.901	57	56	56	57	57	57	57	56	40	35	34	32	33	33	39	47	Magnolia/Preston On-Ramp
17536	133.901	133.854	57	56	56	56	57	57	56	56	40	35	35	32	33	33	39	46	
60241	133.854	133.849	57	57	56	57	57	57	57	56	41	36	36	34	34	34	39	47	
26241	133.849	133.744	57	56	56	56	56	56	56	56	41	37	36	34	35	34	40	47	Rail/Burnett overpass to 134 Arthur Off-Ramp
15514	133.744	133.638	57	57	56	57	57	57	57	57	42	39	38	36	36	36	41	48	
63381	133.638	133.541	57	57	57	57	57	57	57	57	43	40	39	38	38	38	42	48	Arthur On-Ramp
23124	133.541	133.504	57	57	57	57	57	57	57	57	44	41	40	39	39	39	43	49	
37507	133.504	133.477	57	57	57	57	57	57	57	57	44	42	40	39	39	39	43	49	
2563	133.477	133.349	57	57	56	56	57	57	56	56	45	42	41	40	40	40	43	49	
38997	133.349	133.345	57	57	57	57	57	57	57	57	45	43	42	41	41	41	44	49	
55370	133.345	133.248	57	57	56	57	57	57	57	57	46	44	42	42	41	41	44	50	Brandeis Ave overpass to 133 Arthur Off-Ramp
2081	133.248	133.156	57	57	57	57	57	57	57	57	47	45	43	43	43	42	45	50	
7756	133.156	133.087	58	57	57	57	57	57	57	57	47	45	44	44	43	43	46	51	
1228	133.087	133.059	58	57	57	57	57	57	57	57	48	46	45	44	44	43	46	51	
21631	133.059	132.928	58	57	57	57	57	57	57	57	48	46	45	45	44	44	46	51	Warnock On-Ramp
46063	132.928	132.907	58	57	57	57	57	57	57	57	48	47	46	46	45	45	47	51	
48229	132.907	132.823	57	57	57	57	57	57	57	57	49	47	46	46	45	45	47	51	
1793	132.823	132.808	58	58	57	58	58	58	58	57	49	48	47	47	46	46	48	51	
22989	132.808	132.753	58	58	57	57	58	58	58	57	50	48	47	47	47	46	48	52	
8558	132.753	132.650	57	58	57	57	58	57	57	57	50	49	48	48	47	47	49	52	Eastern On-Ramp to Crittenden Off-Ramp
15655	132.650	132.517	58	58	57	58	58	58	58	58	51	50	49	49	49	48	50	52	
22687	132.517	132.326	58	58	58	58	58	58	58	58	52	52	51	51	50	50	51	53	
8214	132.326	132.312	58	59	58	58	58	58	58	59	53	52	52	51	51	50	51	54	Crittenden On-Ramp
17360	132.312	132.162	58	58	58	58	58	58	58	58	53	53	52	52	51	51	52	54	
47810	132.162	131.612	59	59	59	59	59	59	59	59	55	55	54	54	53	53	53	55	


HERE Speed Data
Average Speed
4:30 to 5:30 PM
< 24.99 mph
25 - 29.99 mph
30 - 34.99 mph
35 - 39.99 mph
40 - 44.99 mph
45 - 49.99 mph
50 - 54.99 mph
55 + mph
Study Area
0
1,000
2,000
4,000
Feet
N
SLUGGER FIELD
BUTCHERTOWN
PHOENIX HILL
Jewish Hospital
Norton Children's Hospital
Norton Hospital
SMOKETOWN
OLD LOUISVILLE
SHELBY PARK
GERMANTOWN
MERRIWETH
UNIVERSITY OF LOUISVILLE
SAINT JOSEPH
FAIRGROUNDS
W MAIN ST
E MAIN ST
E WITHERSPOON ST
W MARKET ST
E MARKET ST
W JEFFERSON ST
W LIBERTY ST
E JEFFERSON ST
E LIBERTY ST
NANNY GOAT STRUT
W MUHAMMAD ALI BLVD
E MUHAMMAD ALI BLVD
W CHESTNUT ST
E CHESTNUT ST
W BROADWAY
E BROADWAY
E GRAY ST
YORK ST
E JACOB ST
LAMPTON ST
W BRECKINRIDGE ST
E BRECKINRIDGE ST
W KENTUCKY ST
E KENTUCKY ST
CALDWELL ST
W ST CATHERINE ST
E ST CATHERINE ST
W OAK ST
E OAK ST
MARY ST
W ORMSBY AVE
E ORMSBY AVE
CAMP ST
W MAGNOLIA AVE
W HILL ST
MERIWETHER AV
ARTHUR ST
S PRESTON ST
ATWOOD ST
BRADLEY AVE
EASTERN PKWY
PARKWAY
MAYLAWN AVE
LOCUST LN
KFEC GATE4 DR
PRESTON HWY
CIRCLE OF CHAMPIONS
EAST WING DR
CENTRAL AVE
FARMINGTON AVE
CRITTENDEN DR
S BROOK CONNECTOR
S FLOYD ST
S 3RD ST
S 4TH ST
S 2ND ST
S 1ST ST
S BROOK ST
GARVIN PL
S 7TH ST
S 6TH ST
S 5TH ST
S 3RD ST
S JACKSON ST
S HANCOCK ST
S CLAY ST
S SHELBY ST
CHESTER AVE
LOGAN ST
SWAN ST
S CAMPBELL ST
31W
31
31E
65
1020
150
61
864
1631
2803
60A
3


HERE Speed Data
Average Speed
7:30 to 8:30 AM
< 24.99 mph
25 - 29.99 mph
30 - 34.99 mph
35 - 39.99 mph
40 - 44.99 mph
45 - 49.99 mph
50 - 54.99 mph
55 + mph
Study Area
0
1,000
2,000
4,000
Feet
N
SLUGGER FIELD
BUTCHERTOWN
PHOENIX HILL
Jewish Hospital
Norton Children's Hospital
Norton Hospital
SMOKETOWN
OLD LOUISVILLE
SHELBY PARK
GERMANTOWN
MERRIWETH
UNIVERSITY OF LOUISVILLE
SAINT JOSEPH
FAIRGROUNDS
W MAIN ST
E MAIN ST
E WITHERSPOON ST
W MARKET ST
E MARKET ST
W JEFFERSON ST
W LIBERTY ST
E JEFFERSON ST
E LIBERTY ST
NANNY GOAT STRUT
W MUHAMMAD ALI BLVD
E MUHAMMAD ALI BLVD
W CHESTNUT ST
E CHESTNUT ST
W BROADWAY
E BROADWAY
E GRAY ST
YORK ST
E JACOB ST
LAMPTON ST
W BRECKINRIDGE ST
E BRECKINRIDGE ST
W KENTUCKY ST
E KENTUCKY ST
CALDWELL ST
W ST CATHERINE ST
E ST CATHERINE ST
W OAK ST
E OAK ST
MARY ST
W ORMSBY AVE
E ORMSBY AVE
CAMP ST
W MAGNOLIA AVE
W HILL ST
MERIWETHER AV
ARTHUR ST
S PRESTON ST
ATWOOD ST
BRADLEY AVE
EASTERN PKWY
PARKWAY
S BROOK CONNECTOR
S FLOYD ST
MAYLAWN AVE
LOCUST LN
KFEC GATE4 DR
PRESTON HWY
CIRCLE OF CHAMPIONS
EAST WING DR
CENTRAL AVE
FARMINGTON AVE
CRITTENDEN DR
S 7TH ST
S 6TH ST
S 5TH ST
S 3RD ST
S 2ND ST
S 1ST ST
S 4TH ST
S BROOK ST
GARVIN PL
S FLOYD ST
S PRESTON ST
S JACKSON ST
S HANCOCK ST
S CLAY ST
S SHELBY ST
CHESTER AVE
LOGAN ST
SWAN ST
S CAMPBELL ST
31W
31
31E
65
1020
150
61
864
1631
2803
60A

Appendix F

Origin-Destination Matrices KIPDA/Streetlight Data

Origin Zone	Destination Zone	Airport	Arthur Sk Off	Arthur Sk On	Broadway NB Off	Brook SB Off	Central Bardstow n	Central Preston	Central Taylorvill	Chestnut NB Off	Chestnut SB On	Churchill Downs	Crittenden NB On	Crittenden SB Off	Crittenden SB On	Downtow n	Downtow n - West of I-65	East Core	East Metro	Eastern NB Off	Eastern SB On	Fairground s	From Clarksvill e	From Indiana SB	From Louisville SB	I-64/71 NB Off	I-65 NB South	I-65 SB South	Iroquois Park	Jackson NB Off	Jacob SB On	Jefferson Forest	Jefferson SB Off	Liberty SB On	Liberty/Ali NB On	Magnolia SB On	McNeely Lake	Medical Center and JCTC	Muhamm ad Ali NB Off	North Floyds Fork	Northeast Core	Northeast Metro	Northwest Core	Oak Sk On	Parklands of Floyds Fork	Preston NB Off	Preston NB On	Preston On	Preston SB Riverport	South-Central Divisi	Southeast Core	Southwest NB Off	Southwest NB On	St. Catherine SB Off	St. Catherine On	St. Catherine SB Off	Tri Indiana NB	University	University NB Off	University NB On	University of Louisville	University SB Off	University SB On	Woodbine NB Off
Airport		254	136	3020	70	13874	29962	7040	6470	242	564	1054	408	308	7830	7664	4066	7562	1328	106	2650	160	108	5334	21866	1168	17732	1904	158	6066	104	432	514	158	8140	1198	508	2900	1700	1324	2816	134	2032	646	2376	172	3282	10340	7040	7642	1344	646	102	8656	10002	2166	5156	1932	188	130	4956	910
Arthur Sk Off	3466	-	4150	78	14	901	1355	222	113	8	125	42	849	349	420	277	159	230	16	43	356	5	5	201	83	3960	447	44	10	159	4	10	38	56	416	108	13	49	69	38	72	25	61	5	319	9	74	302	1944	593	63	101	7	91	5570	16	101	3785	880	657	507	61
Arthur Sk On	3300	3	-	35	4	1031	1026	344	47	3	82	35	917	153	79	67	180	321	13	13	304	3	2	30	75	1595	357	17	4	198	3	5	13	4	479	21	5	57	19	8	32	3	90	5	13	1	75	313	300	373	23	7	4	29	777	16	85	209	1264	245	54	12
Broadway NB Off	224	66	33	-	9	112	128	68	98	70	7	4	72	20	8627	6064	105	111	4	5	16	12	12	51	17	206	66	7	142	11	11	47	295	20	25	4625	8	42	417	22	939	31	9	3	97	20	66	420	101	10	18	19	58	170	4	15	40	50	15	671	4
Brook SB Off	262	133	58	5	-	63	61	40	7	104	8	4	56	30	3637	1542	45	52	3	3	13	4	8	7	10	251	29	2	105	8	3	97	92	37	21	1947	2	17	105	8	43	55	3	1	16	90	12	23	149	37	2	8	68	5	154	2	8	58	71	26	50	15
Central Barrdstown	17196	111	64	1772	60	-	24021	28023	1673	62	341	50	77	73	6408	5179	8832	12484	522	32	738	106	37	912	8777	445	3448	729	81	1211	167	73	137	69	7915	1797	208	2754	1803	886	1687	66	5190	287	814	101	1316	3939	19326	3683	1254	181	89	1984	3863	1030	656	1340	61	51	2325	461
Central Preston	34026	101	60	1913	20	23181	-	6167	2048	61	290	53	70	116	6633	3687	3102	4974	829	32	857	55	39	1555	10567	518	5878	1261	80	3017	25	92	129	71	15439	1468	211	1394	871	364	1468	75	1637	219	1073	103	1520	3749	6109	4114	1341	175	29	2033	3433	883	791	829	59	68	2211	448
Central Taylorsville	8952	188	40	396	144	30596	6221	-	341	41	263	16	61	34	5067	4234	11174	15800	170	15	490	500	34	131	1865	247	2003	252	61	635	669	55	75	31	2932	1295	37	4378	1797	1173	943	33	4845	146	174	58	782	1909	7167	2015	277	66	388	124	2490	614	145	1011	61	28	1348	113
Chestnut NB Off	450	60	30	17	28	107	138	77	-	139	11	5	115	16	8756	6866	126	126	6	6	29	25	18	35	27	233	68	11	50	15	19	167	304	16	27	2022	7	44	394	22	1017	23	9	2	20	38	20	43	128	82	9	10	33	38	156	6	29	31	53	16	123	8
Chestnut SB On	3014	1182	550	43	2	916	1147	176	51	9	25	1011	146	245	196	83	94	15	17	476	6	4	32	85	5517	431	22	17	216	4	19	13	55	456	92	5	22	17	5	29	98	62	2	60	21	73	337	414	381	18	22	438	28	1309	14	67	224	627	182	85	35
Churchill Downs	730	8	7	77	2	264	337	207	171	6	-	209	15	477	737	741	197	286	8	52	194	5	3	225	45	546	831	54	6	82	2	7	23	9	77	102	20	79	78	52	195	9	34	2	41	8	140	345	465	1075	32	44	4	166	1127	12	387	278	15	19	639	21
Crittenden NB On	166	23	10	359	5	44	42	23	542	12	3	-	22	16	979	830	61	57	65	5	12	10	9	638	8	149	21	184	7	7	3	18	40	17	21	218	96	37	167	18	82	9	5	17	25	14	6	13	83	27	135	43	6	636	137	114	86	27	13	30	35	75
Crittenden SB Off	6490	12	5	54	3	215	272	106	98	12	501	91	-	427	166	152	54	82	25	8	2384	9	4	47	83	482	1192	33	10	56	5	22	11	6	77	37	9	22	28	7	46	7	16	4	34	10	64	327	187	1493	32	14	8	61	3466	48	124	328	11	41	91	16
Crittenden SB On	2360	9	4	29	3	928	1355	429	50	4	4	10	7	4	96	78	268	475	20	5	81	5	2	28	95	6629	108	22	4	148	3	6	9	8	547	22	8	64	20	24	20	4	116	5	25	4	63	204	272	85	32	18	2	43	159	17	47	17	8	3	30	17
Downtown	12940	5316	2833	255	152	7442	5870	6173	386	6343	803	111	3887	620	-	34310	7884	9337	52	217	1873	996	112	1389	396	21083	6647	153	6671	1092	239	7305	12391	877	2419	1145	137	2844	7124	1859	6961	3021	10703	15	314	5111	1658	4218	13877	7732	101	1112	1073	345	11135	50	298	2661	2962	1031	8756	119
Downtown - West of I-65	11972	3665	1986	171	137	5468	4343	4617	266	4829	819	89	2996	673	31812	-	5503	7244	42	207	1789	1239	83	573	339	15073	3594	98	6001	803	234	6989	5413	817	1852	5482	57	2158	6348	1404	13377	1445	808	13	228	1145	1494	3313	8757	7088	76	633	868	166	9914	39	238	2171	1901	793	13286	91
East Core	4918	585	90	170	254	9431	3263	13466	110	67	171	13	162	65	6353	4753	-	25820	130	16	306	1593	31	133	924	632	1859	82	95	491	799	87	82	38	1446	1482	12	3821	8775	4295	1134	69	1605	53	102	128	517	1779	12037	1760	131	83	821	83	2824	238	107	1080	172	40	1264	89
East Metro	8902	870	84	124	752	12930	5110	26325	121	74	254	16	137	46	7540	6355	25561	-	173	21	615	2037	45	144	935	368	2499	83	98	722	1642	87	99	45	2652	1854	13	27622	3538	10519	1510	63	9738	48	111	97	776	2189	8601	2410	98	96	1182	84	3665	294	102	1704	261	47	1732	62
Eastern NB Off	246	14	12	159	2	58	90	33	154	5	69	9	12	130	338	279	57	41	-	22	141	4	2	94	3	140	40	95	7	11	3	9	43	12	25	111	26	8	62	4	88	7	7	19	84	10	25	10	891	363	128	76	3	107	1589	11	575	534	11	15	367	56
Eastern SB On	1934	2	2	10	1	583	510	310	15	2	8	9	171	29	21	20	233	421	15	-	45	3	1	11	49	3264	45	8	2	43	3	3	2	2	207	5	1	47	10	6	9	2	58	5	9	2	13	47	120	50	5	2	3	8	146	14	15	34	3	3	36	4
Fairgrounds	3430	23	13	346	4	703	874	460	901	12	209	814	40	1001	1503	1610	329	597	29	10	-	7	6	442	334	1027	504	200	9	103	5	17	34	22	199	177	80	99	144	51	166	11	68	19	200	19	139	434	1224	928	148	56	4	534	4346	68	1183	262	14	20	321	103
From 64/71 SB On	6450	3500	697	48	2	932	1277	118	56	22	191	25	1364	107	1530	848	121	168	12	33	484	-	4	186	124	8757	459	27	54	208	5	13	27	71	496	297	8	50	66	27	71	140	49	4	93	67	56	216	1000	603	22	120	4164	57	5766	14	82	3078	1221	209	545	22
From Indiana SB	11352	1933	810	55	2	1938	2119	144	51	28	163	41	1773	152	5021	3610	75	91	19	20	595	43	-	50	206	15370	702	20	50	258	5	15	15	63	641	181	8	23	34	7	26	212	52	5	84	38	62	326	1133	527	20	64	1759	243	2108	13	80	608	978	226	308	36
I-64/71 NB Off	150	37	16	7	10	115	76	341	13	18	5	2	37	7	2079	2193	1524	1646	2	3	14	89	11	15	112	40	4	20	20	29	48	10	6	20	41	1	870	2675	611	1441	9	49	0	7	11	30	37	133	70	5	2	30	5	97	3	7	31	23	7	101	3
I-65 NB South	974	280	151	9250	52	445	521	233	9077	153	109	58	203	163	18919	14226	632	318	4100	66	187	119	100	8267	-	746	231	6887	160	70	46	197	505	231	121	7093	1317	129	2538	83	2697	147	31	1361	321	211	94	378	2958	786	5008	590	61	14599	8321	5365	1924	4208	159	161	3376	1881
I-65 SB South	29954	34	16	167	8	9270	11093	2452	251	23	57	29	57	19	431	396	1445	2190	75	8	815	25	11	144	701	-	1985	81	18	1596	22	38	36	19	4561	109	27	309	112	68	177	16	774	21	108	20	532	2160	1933	952	123	41	21	235	1126	83	163	106	25	10	246	61
Iroquois Park	20210	52	16	671	9	3433	5101	1985	640	40	714	253	63	101	4078	3135	1789	2514	78	10	533	29	20	505	1965	108	-	543	46	5303	15	46	50	39	1577	1190	100	532	609	169	1413	35	326	19	184	57	3491	11388	2656	10795	240	97	16	661	3085	90	931	1009	41	22	2528	78
Jackson NB Off	146	78	31	44	5	80	99	60	47	14	12	1	59	13	1674	929	116	76	4	4	14	6	5	52	10	148	50	-	12	15	6	20	157	16	32	1675	2	24	515	10	318	20	5	1	18	176	20	40	1061	107	8	135	10	46	1268	2	10	75	52	13	227	3
Jacob SB On	3036	1845	909	47	1	1343	1584	370	49	7	72	18	1007	210	204	158	139	138	16	20	362	7	2	45	100	6193	503	28	-	215	4	13	12	49	643	39	6	30	22	9	55	53	100	4	59	19	96	428	532	438	31	20	419	25	1316	15	66	363	864	284	101	27
Jefferson Forest	6906	13	9	367	2	1261	2906	696	278	8	77	16	8	15	1093	842	514	776	128	5	121	11	2	296	1669	61	4911	241	7	2	8	19	8	1250	385	63	224	175	52	338	10	164	40	60	11	2740	7990	551	1969	129	25	6	261	579	137	161	244	10	5	516	42
Jefferson SB Off	288	126	54	8	5	77	73	44	16	95	19	11	88	38	6170	4457	68	66	5	7	25	7	4	15	20	312	40	4	173	11	-	136	152	28	23	50	8	74	76	6	1	12	38	18	27	118	64	3	16	76	7	302	9	13	124	83	41	86	5
Liberty SB On	6474	1691	687	66	3	1209	1656	156	125	33	181	38	1752	152	405	261	91	105	19	23	867	12	7	66	169	7512	603	57	27	228	8	-	21	78	610	244	11	27	37	10	53	127	84	8	118	37	66	355	753	611	38	41	825	50	2241	22	132	587	974	238	152	54
Liberty/Ali NB On	146	40	18	9	28	335	73	1024	12	23	22	5	3	32	7	396	334	1231	2574	3	3	10	31	36	14	22	125	40	5	21	17	41	42	-	12	24	74	1	987	371	428	221	12	134	1	13	13	140	183	161	146	6	6	39	11	61	4	10	17	28	10	154	7
Magnolia SB On	1528	916	443	52	13	645	728	226	83	4	25	14	452	129	139	116	164	200	15	11	139	3	4	50	56	3244	138	26	5	76	3	6	21	-	273	47	7	17	21	5	47	7	71	5	51	7	45	110	346	165	42	31	4	34	760	10	61	280	581	150	62	28
McNeely Lake	9596	15	22	851	8	7259	13760	2866	847	15	72	22	22	34	2134	1794	1418	2672	362	11	231	25	7	658	4389	140	1597	519	16	1244	11	20	40	29	6885	90	839	287	146	453	17	2097	141	175	26	501	1307	1749	969	470	69	10	549	1142	430	278	520	14	16	605	155
Medical Center and JCTC	2138	1650	942	63	50	2082	1843	1593	116	2672	144	36	1005	186	7313	5813	2050	2139	13	46	322	48	24	487	104	7348	1256	34	2487	152	83	736	6997	212	783	-	89	806	1546	389	2215	1025	246	3	71	2661	446	1307	3319	1913	20	170	312	117	3385	15	74	827	964	309	2209	32
Muhammad Ali NB Off	26	9	7	2	1	18	13	11	2	21	1	1	11	2	1367	864	25	26	1	1	3	3	2	2	30	8	1	11	2	3	16	78	1	2	485	-	10	64	4	61	3	2	0	1	3	2	8	16	10	0	1	3	2	17	1	1	7	6	2	9	0
North Floyds Fork	4200	207	51	27	334	2871	1533	1090	196	30	77	7	132	15	2671	2234	3949	26248	22	7	125	1088	24	51	144	236	574	13	45	218	666	33	40	14	829	777	6	-	828	1309	671	31	3548	4	13	50	330	529	1801	622	22	522	20	1071	11	30	568	157	16	563	6
Northeast Core	1908	657	248	31	122	1836	907	1991	35	138	76	17	506	73	5824	3915	6875	1761	9	15	163	2330	47	64	80	2429	621	28	175	146	337	404	225	88	306	1357	5	886	-	787	1157	181	266	2	52	633	206	489	4782	834	35	43	586	391	82	750	17
Northeast Metro	1938	293	26	8	109	881	365	1131	9	13	46	2	57	8	1642	1181	4148	9546	7	2	59	655	9	31	125	171	5	17	53	213	14	16	8	144	347	1	1045	764	-	137	17	386	1	9	15	69	165	1927	216	3	24	250	7	586	7	11	362	76	11	231	2
Northwest Core	3956	636	296	70	105	1762	1511	1019	65	444	189	18	370	96	8771	12774	1176	1610	13	5	47	189	1253	22	59	141	2700	1450	37	742	335	136	554	140	356	475	2109	4	459	1184	143	-	235	135	4	55	311	1539	1672	1763	4772	34	48	214	23	2556	14	69	517	338	104	13830	21
Oak Sk On	2262	1249	640	35	5	934	1002	211	41	4	36	58	648	183	108	87	139	119	14	13	189	3	3	31	68	4503	292	22	4	132	3	6	13	40	408	26	3	18	22	7	42	-	55	5	8	12	60	302	310	273	45	13	5	28	843	16	49	303	709	221	94	39
Parklands of Floyds Fork	2808	53	6	107	45	4905	1550	4465	131	6	29	4	8	12	1006	839	1568	8046	73	6	65	115	2	59	688	42	309	83	7	147	97	6	12	7	1914	222	21	1973	250	389	104	4	-	35	31	10	153	294	1008	254	63	14	70	51	662	125	40	274	15	10	230	35
Preston NB Off	36	8	16	6	1	21	18	9	13	2	1	1	8	4	70	73	17	11	1	7	2	1	1	27	2	40	8	4	3	2	1	3	6	37	6	15	2	2	7	2	21	3	1	-	5	6	4	7	26	22	7	36	1	11	957	1	2	479	7	8	399	4
Preston NB On	224	80	25	1368	16	80	90	79	2094	32	8	3	75	19	3188	2526	401	430	4	5	21	21	16	2471	25	209	37	1312	35	9	13	40	153	52	26	970	180	224	467	154	597	30	14	77	-	42	15	28	226	84	1006	190	17	1671	691	5	26	54	59	16	319	626
Preston SB On	3066	2186	826	45	4	813	1527	181	54	8	127	19	1327	194	182	119	87	113	18	15	283	4	4	72	78	5858	805	79	7	250	4	10	11	42	660	63	5	29	37	20	64	5	66	3	76	-	138	523	441	873	27	40	4	26	1700	16	68	746	1482	262	136	13
Riverport	4152	24	15	97	34	1338	1453	784	81	9	114	11	13	22	1444	1373	523	830	37	13	126	22	9	53	435	112	2395	102	19	3136	45	15	24	11	543	396	17	287	202	77	1423	17	148	9	29	21	-	14518	675	7032	46	32	10	93	739	39	61	190	15	8	2732	20
South-Central Divie	12226	41	32	626	37	2931	3174	1692	369	24	207	92	32	41	3587	3142	1609	2095	129	17	461	20	9	234	1874	200	11567	411	33	8330	38	37	34	26	1388	1121	70	522	474	169	1724	28	297	23	103	19	14751	-	1766	12993	198	55	16	377	1993	88	344	700	22	20	3166	76
Southeast Core	8694	292	230	780	38	10567	6217	7277	1019	71	366	36	252	673	11069	7721	11549	8447	141	47	1209	120	23	1361	1736	1873	2714	376	111	546	97	98	522	83	1708	2628	102	1701	4577	1423	1728	142	968	58	2566	1131	652	1826	3185	471	901	78	3171	9411	235	686	2739	211	654	2311	288
Southwest Core	9066	94	62	474	36	3663	4117	2066	533	41	3052	523	103	1265	6526	6493	3710	2470	73	472	851	47	19	629	750	2018	11585	494	73	1465	40	62	93	76	1007	1759	82	614	809	196	6725	81	252	19	209	109	7180	13453	3143	181	175	28	487	7119	81	1256	2118	98	87	10623	101
St. Catherine NB Off	130	45	23	197	11	63	79	41	173	14	5	3	29	11	2912	1821	62	54	2	6	12	6	2	146	9	129	41	6	45	8	5	13	83	27	17	655	26	20	103	7	248	93	4	1	11	23	18	38	109	95	-	466	8	139	1385	2	32	43	35	12	1499	5
St. Catherine NB On	84	35	12	653	15	78	37	260	1063	17	4	2	34	18	1222	1052	683	979	2	2	11	24	15	4204	15	90	21	5	31	4	14	18	114	9	6	384	124	409	391	300	318	9	35	1	8	13	14	17	85	39	3	1085	471	903	78	1171	9411	235	686	2739	211	654	2311	288
St. Catherine SB Off	450	157	107	20	1	161	137	68	24	20	39	8	113	36	1136	731	57	5	25	37	4	2	104	27	524	109	8	38	19	5	11	23	131	43	375	7	29	51	13	70	217	8	2	16	106	19	62	492	222	8	206	-	38	3518	5	24	844	119	64	549	15
To Indiana NB	130	23	12	4	12	42	52	27	8	10	3	1	13	3	619	117	37	51	2	1	7	22	98	12	9	97	28	3	12	7	14	23	3	5	10	13	1	29	48	12	30	6	3	0	5	5	11	15	27	30	3	4	23	42	2	4	11	18	4	23	3
University	13052	1105	2367	1487	17	4028	3777	2632	2540	80	1136	1211	1079	3466	11227	9258	3118	3997	124	1780	4688	77	63	5804	622	12956	3487	1082	137	583	29	107	469	2021	1205	2725	292	1053	1783	610	2556	1406	502	87	3175	1944	845	2198	9979	7660	711	3758	90	1945	-	237	4649	11776	973	3033	7950	425
University NB Off	154	22	38	381	6	72	68	41	337	7	21	3	18	31	747	589	41	43	3	2	24	15	5	5	188	3	152	27	162	9	7	3	9	79	17	21	259	41	14	81	8	114	12	6	39	14	12	8	21	102	167	210	83	4	180	3169	-	1349	2585	28	100	734	99
University NB On	318	131	31	1071	28	82	94	81	2694	50	17	4	101	19	4286	3364	283	303	5	7	12	25	10	2312	27	188	71	1807	47	10	15	72	287	90	22	1303	269	216	710	124	619	49	10	146	74	98	22	42	310	125	1164	342	29	1822	842	2	111	65	18	389	609
University of Louisville	2948	110	1414	337	6	1444	967	1094	509	20	296	150	454	912	3289	3094	1892

| Origin Zone | Destination Zone | Airport | Arthur Sli Off | Arthur Sli On | Broadway Nill Off | Brook Sli Off | Central Bardstow n | Central Preston | Central Taylorvill e | Chestnut Nill Off | Chestnut Sli On | Churchill Downs | Crittenden Nill On | Crittenden Sli Off | Crittenden Sli On | Downtow n | Downtow n - West of I-65 | East Core | East Metro | Eastern Nill Off | Eastern Sli On | Fairgroun ds | From 64/71 Sli On | From Indiana Sli | I-64/71 Nill Off | I-65 Nill South | I-65 Sli South | Iroquois Park | Jackson Nill Off | Jacob Sli On | Jefferson Forest | Jefferson Sli Off | Liberty Sli On | Liberty/Al Nill On | Magnolia Sli On | McNeely Lake | Medical Center and JCTC | Muhamm ad Ali Nill | North Floyds Fork | Northeast Core | Northeast Metro | Northeast Core | Oak Sli On | Parklands Of Floyds Fork | Preston Nill Off | Preston Nill On | Preston Sli On | Riverport | South-Central Dixie | Southeast Core | Southeast Core | St. Catherine Nill Off | St. Catherine Nill On | St. Catherine Sli Off | To Indiana Nill | University | University Nill Off | University Nill On | University of Louisville | University Sli Off | University Sli On | West Core | Woodbine Nill Off |
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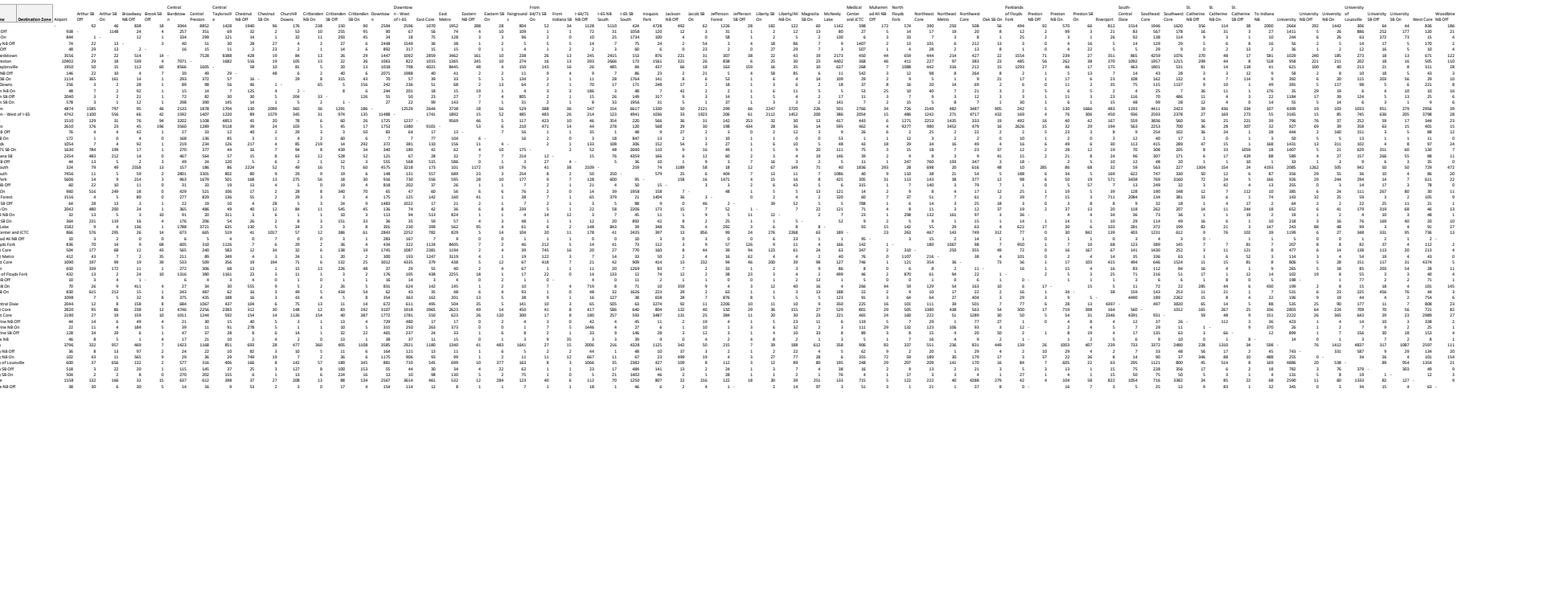
| Origin Zone | Destination Zone | Airport | Arthur SB Off | Arthur SB On | Broadway NB Off | Brook SB Off | Central Bardstown n | Central Preston e | Central Taylorsvill e | Chestnut NB Off | Chestnut SB On | Churchill Downs | Crittenden NB On | Crittenden SB Off | Crittenden SB On | Downtow n | Downtow n - West of I-65 | East Core | East Metro | Eastern NB Off | Eastern On | Eastern SB Off | Fairground s | From Indiana SB | I-64/71 NB Off | I-64/71 South | I-65 NB South | I-65 SB Park | Iroquois | Jackson NB Off | Jacob SB On | Jefferson Forest | Jefferson SB Off | Liberty SB On | Liberty/Ali NB On | Magnolia SB On | McNeely Lake | Medical Center and JCTC | Muhamm ad Ali NB | North Floyds Fork | Northeast Core | Northeast Metro | Northeast Core | Oak SB On | Parklands of Floyds Fork | Preston NB On | Preston SB On | Preston SB On | Riverport | South-Central Dixie | Southeast Core | Southwest NB Off | St. Catherine NB On | St. Catherine SB Off | St. Catherine SB On | To Indiana | University | University NB Off | University NB On | University of Louisville | University SB Off | University SB On | University West Core | Woodbine NB Off |
|---|---|---



Origin Zone	Destination Zone	Airport	Arthur Sli Off	Arthur Sli On	Broadway Nill Off	Brook Sli Off	Central Bardstow n	Central Preston	Central Taylorsvill e	Chestnut Nill Off	Chestnut Sli On	Churchill Downs	Crittenden Nill On	Crittenden Sli Off	Crittenden Sli On	Downtow n	Downtow n - West of I-65	East Core	East Metro	Eastern Nill Off	Eastern Sli On	Eastern Sli Fairground s	From 64/71 Sli On	From Indiana Sli	I-64/71 Nill Off	I-65 Nill South	I-65 Sli South	Iroquois Park	Jackson Nill Off	Jacob Sli On	Jefferson Forest	Jefferson Sli Off	Liberty Sli On	Liberty/Ali Nill On	Magnolia Sli On	McNeely Lake	Medical Center and JCTC	Muhamm ad Ali Nill Off	North Floyds Fork	Northeast Core	Northeast Metro	Northeast Core	Oak Sli On	Parklands of Floyds Fork	Preston Nill On	Preston Sli On	Preston Sli Riverport	South-Central Dixie	Southeast Core	Southwest Nill Off	St. Catherine Nill On	St. Catherine Sli Off	St. Catherine Sli On	To Indiana	University	University Nill Off	University Nill On	University of Louisville	University Sli Off	University Sli On	Woodbine West Core	Woodbine Nill Off
Airport	-	92	46	838	18	3064	8852	1428	1940	96	176	238	150	90	2596	2596	1070	1952	288	28	804	52	34	1128	5110	424	4728	492	62	1226	28	182	122	60	1142	398	172	574	390	250	508	56	494	92	570	66	812	1514	1946	1620	356	114	38	2000	2664	292	1442	306	64	44	836	186
Arthur Sli Off	938	-	1148	24	4	257	351	69	32	2	12	10	250	95	90	67	56	74	4	10	109	1	1	72	21	1018	120	12	3	31	1	2	12	13	80	27	5	14	17	19	20	8	12	2	99	3	21	83	567	178	16	31	3	27	1411	5	26	886	252	177	120	21
Arthur Sli On	846	1	-	12	1	334	299	121	14	1	32	11	293	45	24	18	75	128	3	3	96	2	0	10	25	1734	100	4	0	58	1	2	5	2	130	6	3	33	7	3	8	1	25	2	3	1	26	92	138	114	9	3	1	10	244	6	26	63	372	73	15	4
Broadway Nill Off	79	22	13	-	3	65	51	30	28	27	4	2	27	6	2448	1549	36	38	1	2	5	5	5	14	7	75	24	2	54	3	4	18	86	7	9	1407	2	13	101	6	212	13	3	0	4	16	5	14	129	29	5	6	8	16	56	2	5	14	17	5	170	2
Brook Sli Off	48	29	13	2	-	16	15	11	2	23	2	1	14	6	892	317	15	15	0	1	4	1	2	2	3	60	6	0	23	2	0	27	29	7	3	507	1	4	28	2	13	8	1	0	4	22	5	5	29	9	0	2	13	2	36	1	2	12	16	5	10	4	
Central Bardstown	3556	27	22	514	14	7528	8388	428	19	84	13	26	29	1447	1092	2859	3462	161	10	238	26	13	245	2415	153	876	231	31	307	38	22	43	19	2173	650	44	659	444	214	427	22	1554	71	239	27	351	865	4259	1076	370	48	17	581	1029	260	185	273	18	13	671	122	
Central Preston	10652	29	18	539	4	7071	1682	516	19	105	13	22	36	1063	822	1015	1365	245	10	274	16	13	393	2666	173	1561	321	26	838	6	25	30	23	6402	368	46	411	227	97	383	23	485	56	262	38	370	1092	1957	1215	299	44	8	518	958	221	211	202	18	16	505	110	
Central Taylorsville	1950	50	15	112	60	8566	1605	77	5	48	6	5	20	13	1018	798	4021	8465	48	4	102	143	16	26	485	84	437	66	58	163	159	56	35	10	637	268	7	1088	442	316	212	15	1293	27	46	17	175	463	1801	531	81	14	118	41	631	160	40	213	21	8	311	28	
Chestnut Nill Off	146	22	10	4	7	39	49	29	-	48	6	2	40	6	2071	1988	40	41	2	2	11	9	4	9	7	86	23	2	21	5	4	58	85	6	11	542	3	12	98	8	264	8	2	1	5	13	7	14	43	28	3	3	12	9	58	2	8	10	18	5	43	3	
Chestnut Sli On	1114	365	161	14	1	293	372	57	16	-	29	8	315	43	70	57	39	33	5	5	134	2	1	11	28	1764	141	8	6	53	1	6	4	14	109	29	2	9	5	1	9	21	17	1	17	6	23	108	162	132	4	7	114	9	192	6	20	115	203	56	29	10	
Churchill Downs	256	3	2	28	1	89	98	56	46	1	-	1	65	5	156	242	236	51	68	2	13	64	2	1	70	17	171	248	17	2	18	1	3	6	2	18	17	8	16	20	14	69	2	6	0	11	2	35	75	115	1337	9	10	1	49	391	5	117	98	5	6	221	8	
Crittenden Nill On	48	7	2	92	1	15	14	7	125	4	2	-	8	6	244	201	18	15	19	1	4	3	3	186	3	48	7	42	2	2	1	1	5	3	53	25	10	40	7	21	3	2	5	6	5	2	4	25	7	36	11	1	176	35	29	19	6	4	10	10	16	
Crittenden Sli Off	2040	3	2	21	1	72	82	30	30	5	206	33	-	126	55	50	23	27	7	4	805	2	1	15	26	149	317	9	3	14	1	5	4	2	17	11	3	7	9	1	12	3	3	1	11	3	23	116	70	486	11	4	2	13	184	17	39	124	5	13	25	6	
Crittenden Sli On	578	3	1	12	1	268	390	145	14	1	5	2	1	-	27	22	99	143	7	1	31	2	1	8	33	1956	31	5	1	37	1	3	3	2	141	7	2	15	5	8	7	1	30	1	6	1	15	48	99	28	12	4	0	14	55	5	14	6	3	1	9	6	
Downtown	4874	1585	797	95	46	2133	1878	1704	130	2090	165	36	1291	186	-	12529	2644	2738	18	56	529	388	36	547	154	6617	1380	50	2121	299	66	2247	3720	226	501	2766	34	726	2149	482	3437	905	242	5	130	1666	483	1393	4411	2423	39	436	334	107	4399	19	103	1033	951	279	2956	19	
Downtown - West of I-65	4742	1300	556	66	42	1592	1407	1220	89	1579	345	31	974	135	11488	-	1741	1892	15	52	485	483	26	214	123	4941	1036	33	1923	206	61	2112	1452	260	386	2054	15	486	1242	271	4717	432	169	4	76	306	450	936	2593	2378	27	169	273	55	3165	15	85	781	636	205	3798	28	
East Core	1510	129	31	76	94	3202	1198	4853	45	20	78	6	60	26	1725	1237	-	9569	66	5	117	423	10	66	354	220	566	36	31	142	253	32	30	13	417	643	6	1271	2253	1435	333	19	692	16	40	42	167	559	3836	560	56	25	221	39	796	76	37	252	59	17	344	23	
East Metro	3610	176	23	45	196	3560	1289	9118	39	24	103	5	45	17	1753	1380	9101	-	53	6	210	471	14	44	278	120	568	29	30	198	434	28	36	14	595	662	4	9277	980	3452	479	16	2626	15	32	29	194	563	2253	700	36	28	307	32	927	69	39	358	63	15	601	15	
Eastern Nill Off	76	4	4	42	1	27	33	12	40	2	20	3	3	50	83	64	17	13	-	7	56	1	1	15	1	48	9	27	2	3	0	2	12	3	9	36	6	2	25	2	22	2	5	23	3	8	9	254	102	36	24	1	28	444	2	160	151	3	5	88	12	
Eastern Sli On	172	1	0	4	0	168	136	85	3	1	4	2	60	6	7	7	77	104	6	-	16	2	0	3	18	847	13	2	1	10	1	1	0	0	53	1	1	12	3	2	2	0	10	1	2	0	3	12	60	17	2	0	1	3	50	5	5	13	1	1	11	0	
Fairgrounds	1054	7	4	92	1	219	234	126	217	4	85	219	14	292	372	381	110	156	11	4	-	2	1	133	108	306	152	54	3	27	1	6	10	5	48	63	18	29	34	16	49	4	16	6	6	49	6	10	113	415	289	47	15	1	168	1431	13	311	102	4	8	97	24	
From 64/71 Sli On	1630	784	199	17	1	270	377	44	16	7	94	8	439	34	340	180	42	62	4	10	175	-	2	52	48	2690	110	9	16	49	1	5	9	20	111	75	3	15	18	7	23	37	12	2	28	12	19	70	308	205	8	33	1059	18	1407	5	21	429	351	60	130	7	
From Indiana Sli	2354	483	212	14	0	467	568	57	10	8	63	12	528	52	125	67	28	32	7	7	214	12	-	15	76	4919	166	26	12	60	2	3	4	19	146	38	2	9	8	3	9	41	15	2	21	8	24	56	307	171	6	17	429	88	589	4	27	157	266	55	88	11	
I-64/71 Nill Off	44	13	5	2	3	49	24	120	5	6	2	1	12	3	555	568	515	586	0	1	3	27	4	-	5	36	10	1	9	3	7	16	3	2	5	11	1	247	760	193	347	3	18	-	2	5	10	12	48	20	1	1	10	1	33	1	3	9	6	3	35	0	
I-65 Nill South	324	79	49	2558	10	157	186	86	2224	12	48	16	71	60	4575	3218	173	101	1172	19	76	41	38	2109	-	259	74	1189	58	18	12	67	149	71	40	1836	293	28	698	20	616	48	10	285	86	68	32	59	563	227	1304	154	24	4193	2085	1262	505	942	50	50	729	672	
I-65 Sli South	7656	11	5	59	2	2801	3301	802	80	9	26	9	19	6	148	131	557	689	23	3	254	8	2	50	250	-	579	25	6	404	7	13	11	7	1086	40	9	110	38	21	54	5	188	6	34	5	169	622	747	330	50	12	6	87	356	29	55	36	10	4	86	20	
Iroquois Park	5656	14	9	214	3	963	1679	931	168	13	275	56	18	30	916	730	556	595	28	10	177	9	7	128	600	95	-	158	56	1471	4	15	16	8	425	305	11	113	143	38	377	12	98	6	50	19	571	3458	768	3160	72	24	5	166	926	29	246	264	14	7	611	22	
Jackson Nill Off	60	22	10	11	0	31	33	19	13	4	5	0	19	4	818	202	37	26	1	1	7	2	1	21	4	50	15	-	3	3	2	6	43	5	6	315	1	7	140	3	79	7	1	0	5	17	7	13	249	32	3	42	4	13	355	0	3	14	17	3	78	0	
Jacob Sli On	980	516	249	18	0	429	521	106	17	2	28	8	340	70	65	47	60	56	6	6	76	2	0	14	39	1958	158	7	48	1	5	5	13	121	14	2	9	8	4	17	12	25	1	19	5	39	128	190	148	12	7	112	10	185	6	34	111	267	80	32	11	
Jefferson Forest	1516	4	5	80	0	277	829	136	55	2	29	3	3	4	175	125	142	160	61	1	38	7	1	65	379	21	1404	36	3	-	0	2	4	2	320	60	7	37	51	7	61	2	19	7	5	3	711	2084	134	381	33	6	1	74	143	32	25	59	3	2	105	9	
Jefferson Sli Off	64	28	13	1	1	22	19	10	4	28	5	3	24	9	1483	1022	17	21	2	1	7	2	1	3	5	88	9	0	46	2	-	39	52	5	5	788	1	6	14	3	25	18	3	0	3	8	8	9	32	18	1	4	17	2	64	2	2	22	25	11	21	1	
Liberty Sli On	2642	480	200	24	1	365	486	49	40	12	84	11	545	45	136	74	42	36	6	8	239	5	1	22	58	2206	173	15	7	52	1	-	7	22	121	71	4	8	11	3	12	37	19	2	37	13	20	118	262	207	14	11	244	18	652	6	41	179	319	68	46	13	
Liberty/Ali Nill On	32	13	5	3	10	91	20	211	3	6	1	1	10	3	113	94	513	824	1	1	4	14	12	3	7	45	11	1	9	5	11	12	-	2	7	23	1	298	132	161	97	3	36	-	4	4	14	36	73	36	1	1	19	2	19	1	2	4	10	3	48	1	
Magnolia Sli On	364	231	119	16	4	176	206	54	26	2	8	3	151	33	36	35	59	57	4	3	48	1	1	12	20	892	62	8	2	25	1	1	5	-	2	52	9	2	5	9	1	15	1	14	1	14	1	10	29	114	49	16	4	1	10	218	3	16	76	169	40	20	10	
McNeely Lake	1582	9	4	136	1	1788	3721	625	130	5	24	3	3	8	301	230	399	562	95	4	61	6	2	148	843	39	348	76	4	292	3	6	8	8	-	93	15	142	55	29	63	4	622	17	10	6	103	281	372	199	82	21	3	147	243	88	48	99	3	4	91	27	
Medical Center and JCTC	866	576	295	26	14	673	665	519	61	103	57	12	186	61	2643	2252	792	829	5	14	104	20	11	178	41	2415	307	13	856	99	24	276	2268	63	189	-	23	263	457	143	749	312	77	0	30	842	139	603	1231	612	9	76	102	39	1199	6	27	348	331	95	736	13	
Muhammad Ali Nill Off	10	3	2	0	0	6	5	4	0	7	0	0	3	1	283	167	7	9	0	0	1	1	0	0	0	10	3	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	3	4	3	0	0	1	1	5	0	0	1	2	1	2	-	
North Floyds Fork	836	70	14	9	68	605	310	1126	7	6	29	2	36	4	434	322	1124	8405	7	2	46	212	5	14	41	73	112	3	9	57	126	9	11	4	166	142	1	-	180	1067	98	7	950	1	7	10	68	123	389	145	7	7	81	7	207	8	8	82	37	4	112	2	
Northeast Core	504	177	68	12	43	565	240	583	12	34	32	6	138	19	1745	1087	2381	1194	2	4	39	745	16	20	27	770	160	8	44	39	94	123	61	24	63	347	2	310	-	250	355	49	72	0	16	167	67	141	1430	252	3	11	121	8	477	6	14	138	113	20	213	4	
Northeast Metro	412	43	7	2	35	211	85	349	4	3	24	1	20	2	300	193	1247	3119	4	1	19	122	3	7	14	33	50	2	4	16	62	4	4	2	40	76	0	1107	216	-	18	4	101	0	2	14	15	336	63	1	6	52	3	114	3	4	54	19	4	43	0	
Northwest Core	1090	197	99	19	39	533	509	356	19	194	71	6	132	25	3012	4335	379	438	5	12	67	418	7	21	42	909	414	33	232	94	46	200	39	98	127	746	1	121	354	36	-	73	36	1	17	103	415	494	646	1524	11	15	81	8	806	5	28	151	117	31	4374	5	
Oak Sli On	692	339	172	11	3	372	306	68	13	3	15	3	220	48	27	29	55	60	2	4	67	1	1	11	20	1269	83	7	2	33	1	2	3	9	86	8	0	6	8	2	11	-	16	1	1	15	4	16	83	112	84	16	4	1	9	265	5	18	85	203	54	28	11	
Parklands of Floyds Fork	432	13	2	24	10	1316	380	1161	22	3	11	1	3	2	176	105	438	2255	18	1	17	22	0	4	13	133	12	74	12	2	38	23	3	4	2	499	46	2	870	61	94	22	1	-	2	5	3	25	71	216	51	17	1	12	14	102	19	8	55	3	3	40	4	
Preston Nill Off	10	3	4	1	-	6	4	3	4	0	1	0	1	1	16	14	3	4	0	2	1	0	-	0	4	11	2	1	1	0	0	1	0	0	1	5	0	0	1	0	1	0	0	0	-	1	1	3	6	1	8	0	5	198	-	1	7	2	71	1	
Preston Nill On	70	26	9	611	4	27	34	30	555	9	5	2	26	5	831	624	142	145	1	2	10	7	4	719	8	71	10	359	9	4	3	12	40	16	4	266	44	59	129	54	163	10	6	17	-	15	5	11	72	22	285	44	6	430	199	2	8	15	18	4	101	145	
Preston Sli On	830	615	213	15	1	243	487	62	16	3	49	5	434	54	62	43	35	68	6	4	93	1	0	48	32	1626	223	29	2	62	1	1	3	13	188	22	2	9	10	17	22	2	16	1	34	-	38	158	143	253	11	21	5	7	531	6	23	225	456	76	44	3	
Riverport	1098	7	5	32	8	375	435	188	16	3	43	4	5	8	354	363	162	201	13	5	38	9	1	16	127	38	658	28	7	876	8	5	5	5	123	91	3	64	64	27	404	3	29	3	9	5	4490	189	2262	15	8	4	32	196	9	19	44	4	2	754	6	
South-Central Dixie	2044	12	8	158	8	684	1067	427	106	6	75	13	11	14	672	611	495	524	35	5	141	10	3	65	505	63	1274	92	11	2306	10	11	10	9	350	225	16	101	111	39	501	7	77	6	28	13	4397	-	497	3820	65	14	5	88	535	25	90	177	11	7	808	23	
Southeast Core	2820	95	86	218	12	4766	2256	2383	312	30	148	13	81	192	3107	1918	3965	2623	69	14	450	61	8	617	586	640	804	132	60	150	29	36	155	27	529	801	29	505	1380	438	563	54	300	17	719	388	144	560	1012	165	267	25	336	2803	64	224	359	70	56	721	82	
Southwest Core	2190	27	19	159	10	1011	1244	592	154	14	1126	154	40	387	1772	1781	530	623	26	120	300	17	8	180	257	593	1487	131	25	384	11	20	30	23	221	465	24	160	222	51	1289	30	50	5	54	31	2346	4391	931	59	48	9	151	2222	26	365	643	29	23	2989	27	
St. Catherine Nill Off	44	14	6	49	4	21	30	15	40	5	1	1	13	4	729	480	17	17	0	2	3	0	0	62	4	45	11	2	1	19	4	1	5	2	23	31	6	110	5	7	27	1	0	0	4	8	4	12	37	26	-	312	3	36	623	1	4	14	10	3	338	2	
St. Catherine Nill On	22	11	4	184	5	39	11	91	278	5	1	1	10	5	315	250	263	373	0	0	1	7	5	1446	4	27	6	1	0	1	0	1	3	6	32	2	3	111	29	132	123	106	93	3	12	-	2	8	4	5	7	29	11	1	-	9	370	26	1	2	7	9	2	25	1	
St. Catherine Sli Off	128	34	29	6	1	47	37	28	8	6	14	1	32	22	465	237	24	33	1	6	8	2	1	33	9	146	28	3	1	12	3	1	4	2	50	8	2	1	8	1	5	4	2	0	1	2	1	8	19	4	17	135	63	33	6	66	-	12	899	1	7	156	30	18	153	4	
To Indiana Nill	46	8	5	1	4	17	21	10	2	4	2	0	13	1	38	37	11	15	0	1	3	3	1	3	9	29	9	0	4	2	4	2	8	1	2	3	5	1	7	2	16	4	5	6	9	10	0	1	8	-	14	0	1	3	7	2	8	1	
University	3796	332	957	469	7	1423	1168	851	693	28	477	360	405	1108	3585	2921	1180	1340	61	483	1641	27	15	2006	216	4328	1125	342	50	215	7	39	188	612	358	906	83	337	551	236	831	449	139	26	1003	407	239	733	3372	2480	228	1310	34	598	-	76	1412	4837	317	1087	2507	111	
University Nill Off	36	8	13	97	2	24	22	10	82	3	10	5	11	6	164	121	13	11	1	6	5	2	2	64	1	48	10	37	3	2	1	2	22	4	5	62	9	2	20	1	29	4	2	0	10	29	4	2	7	3	48	56	17	2	45	741	-	331	587	9	29	134	20	
University Nill On	102	43	11	565	9	29	36	29	740	10	7	2	36	6	1175	936	93	99	1	2	11	11	12	667	11	67	23	499	19	4	3	27	77	28	6	355	72	59	189	30	179	17	3	1	4	12	36	8	14	90	37	346	88	10	488	255	0	-	36	4	101	154	
University of Louisville	630	37	656	132	2	577	316	406	166	8	142	57	189	345	881	710	545	699	10	177	163	8	3	1066	35	2182	427	109	8	112	3	12	89	80	195	248	29	207	209	141	170	16	84	7	605	22	63	295	1121	800	45	514	8	169	4686	20	538	89	954	1354	21	
University Sli Off	518	3	22	20	1	115	145	37	25	3	127	8	100	153

| Origin Zone | Destination Zone | Airport | Arthur Sli Off | Arthur Sli On | Broadway Nill Off | Brook Sli Off | Central Barktown n | Central Preston e | Central Taylorsvill Nill Off | Chestnut Nill Off | Chestnut Sli On | Churchill Downs | Crittenden Nill On | Crittenden Sli Off | Crittenden Sli On | Downtow n | Downtow n - West of I-65 | East Core | East Metro | Eastern Nill Off | Eastern On | Eastern Sli Off | Fairground s | From Indiana Sli On | From Indiana Nill Off | I-64/71 Nill Off | I-65 Nill South | I-65 Sli South | Iroquois Park | Jackson Nill Off | Jacob Sli On | Jefferson Forest | Jefferson Sli Off | Liberty Sli On | Liberty/Alj Nill On | Magnolia Sli On | McNeely Lake | Medical Center and JCTC | Muhamm ad Ali Nill Off | North Floyds Fork | Northeast Core | Northeast Metro | Northwest Core | Oak Sli On | Parklands of Floyds Fork | Preston Nill Off | Preston Nill On | Preston Sli On | Riverport | South-Central Dixie | Southeast Core | Southwest Nill Off | St. Catherine Nill On | St. Catherine Sli Off | St. Catherine Sli On | St. Catherine Nill | To Indiana Nill | University | University Nill Off | University of Louisville | University Sli Off | University Sli On | West Core | Woodbine Nill Off |
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| Origin Zone | Destination Zone | Airport | Arthur SB Off | Arthur SB On | Broadway NB Off | Brook SB Off | Central Bardstow n | Central Preston | Central Taylorsvill e | Chestnut NB Off | Chestnut SB On | Churchill Downs | Crittenden NB On | Crittenden SB Off | Crittenden SB On | Downtow n | Downtow n - West of I-65 | East Core | East Metro | Eastern NB Off | Eastern SB On | Fairground s | From 64/71 SB On | From Indiana SB | I-64/71 NB Off | I-64/71 South | I-65 NB South | I-65 SB South | Iroquois Park | Jackson NB Off | Jacob SB On | Jefferson Forest | Jefferson SB Off | Liberty SB On | Liberty/Ali NB On | Liberty/Ali SB On | Magnolia Off | McNeely Lake | Medical Center and JCTC | Muhamm ad Ali NB Off | North Floyds Fork | Northeast Core | Northeast Metro | Northwest Core | Oak SB On | Parklands of Floyds Fork | Preston NB On | Preston SB On | Preston SB On | Riverport | South-Central Core | Southeast Core | Southwest NB Off | St. Catherine NB On | St. Catherine NB Off | St. Catherine SB On | St. Catherine SB Off | To Indiana NB | University | University | University of Louisville | University SB Off | University SB On | University West Core | Woodbine NB Off |
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Appendix G

Zones of Interest KIPDA Changes in Households and Employment

Zone of Interest	TAZ	2020 HH	2030 HH	2040 HH	HH Annual Growth Rate	2020 Pop	2030 Pop	2040 Pop	Population Annual Growth Rate	2020 TEMP	2020 SG Employment	2030 TEMP	2030 SG Employment	2040 TEMP	2040 SG Employment	Total Employment Growth Rate
Downtown West of I-65	1	35	38	42	0.92%	49	54	60	1.02%	2573	0	2703	0	2,832	0	0.48%
	2	0	0	0	0.00%	0	0	0	0.00%	3149	0	3308	0	3,466	0	0.48%
	3	0	0	0	0.00%	0	0	0	0.00%	2886	0	3032	0	3,177	0	0.48%
	4	0	0	0	0.00%	0	0	0	0.00%	1557	0	1635	0	1,713	0	0.48%
	5	0	0	0	0.00%	0	0	0	0.00%	7665	0	8050	0	8,436	0	0.48%
	6	0	0	0	0.00%	0	0	0	0.00%	2266	0	2380	0	2,494	0	0.48%
	7	16	17	19	0.86%	21	24	26	1.07%	2141	0	2249	0	2,356	0	0.48%
	8	0	0	0	0.00%	0	0	0	0.00%	189	0	199	0	208	0	0.48%
	9	0	0	0	0.00%	0	0	0	0.00%	3984	0	4184	0	4,385	0	0.48%
	10	0	0	0	0.00%	0	0	0	0.00%	1447	0	1519	0	1,592	0	0.48%
	11	0	0	0	0.00%	0	0	0	0.00%	1522	0	1598	0	1,675	0	0.48%
	12	202	223	244	0.95%	203	225	247	0.99%	2372	0	2491	0	2,610	0	0.48%
	13	0	0	0	0.00%	0	0	0	0.00%	1398	0	1468	0	1,539	0	0.48%
	14	0	0	0	0.00%	0	0	0	0.00%	3351	0	3520	0	3,688	0	0.48%
	15	2	2	2	0.00%	2	2	2	0.00%	2832	295	2989	295	3,146	295	0.48%
	16	0	0	0	0.00%	0	0	0	0.00%	3964	0	4164	0	4,363	0	0.48%
	17	61	67	73	0.90%	98	109	119	0.98%	7491	0	7868	0	8,245	0	0.48%
	18	1	1	1	0.00%	1	1	1	0.00%	1626	0	1708	0	1,790	0	0.48%
	19	67	74	81	0.95%	91	101	111	1.00%	1968	0	2067	0	2,166	0	0.48%
	20	0	0	0	0.00%	0	0	0	0.00%	426	0	447	0	468	0	0.47%
	21	36	39	43	0.89%	48	53	59	1.04%	1522	0	1598	0	1,675	0	0.48%
	22	0	0	0	0.00%	0	0	0	0.00%	1095	206	1160	206	1,226	206	0.48%
	23	168	185	203	0.95%	179	199	219	1.01%	2107	0	2213	0	2,320	0	0.48%
	24	265	293	320	0.95%	356	395	435	1.01%	2100	0	2206	0	2,312	0	0.48%
	25	255	282	308	0.95%	310	344	378	1.00%	1064	0	1118	0	1,171	0	0.48%
	26	0	0	0	0.00%	0	0	0	0.00%	2066	0	2170	0	2,274	0	0.48%
	27	6	6	7	0.78%	9	10	10	0.53%	1451	0	1524	0	1,597	0	0.48%
	28	0	0	0	0.00%	0	0	0	0.00%	2064	0	2168	0	2,272	0	0.48%
	29	0	0	0	0.00%	0	0	0	0.00%	3234	0	3397	0	3,560	0	0.48%
	30	329	363	396	0.93%	504	559	615	1.00%	142	0	149	0	156	0	0.47%
	31	481	505	530	0.49%	1327	1422	1,517	0.67%	920	0	875	0	830	0	-0.51%
	32	805	846	887	0.49%	1733	1857	1,980	0.67%	913	0	869	0	824	0	-0.51%
	33	0	0	0	0.00%	0	0	0	0.00%	1509	0	1435	0	1,361	0	-0.51%
	37	906	882	858	-0.27%	2149	1982	1,816	-0.84%	2045	0	1945	0	1,844	0	-0.52%
	38	26	30	34	1.35%	52	62	71	1.57%	1909	0	1742	0	1,574	0	-0.96%
	39	0	0	0	0.00%	0	0	0	0.00%	1455	0	1327	0	1,199	0	-0.96%
	40	0	0	0	0.00%	0	0	0	0.00%	2845	0	2595	0	2,345	0	-0.96%
	41	32	34	37	0.73%	46	50	54	0.80%	1676	0	1761	0	1,845	0	0.48%
	43	622	143	153	-6.50%	190	206	223	0.80%	1179	289	1252	289	1,326	289	0.48%
	44	202	218	233	0.72%	241	263	284	0.82%	2392	0	2513	0	2,633	0	0.48%
	46	80	85	90	0.59%	139	149	160	0.71%	466	0	490	0	513	0	0.48%
Medical Center and JCTC	51	0	0	0	0.00%	0	0	0	0.00%	1452	0	1525	0	1,598	0	0.48%
	52	0	0	0	0.00%	0	0	0	0.00%	2137	1,270	2308	1,270	2,480	1,270	0.48%
	53	1	1	1	0.00%	1	1	1	0.00%	1162	0	1220	0	1,278	0	0.48%
	54	1	1	1	0.00%	1	1	1	0.00%	911	0	957	0	1,003	0	0.48%
	55	0	0	0	0.00%	0	0	0	0.00%	865	0	909	0	952	0	0.48%
	56	757	850	944	1.11%	1406	1364	1,323	-0.30%	2066	0	2170	0	2,274	0	0.48%
	57	0	0	0	0.00%	0	0	0	0.00%	4997	1,061	5302	1,061	5,607	1,061	0.48%
	58	0	0	0	0.00%	0	0	0	0.00%	7150	0	7510	0	7,870	0	0.48%
	59	0	0	0	0.00%	0	0	0	0.00%	436	2,505	584	2,505	732	2,505	0.48%
	60	1351	1517	1,684	1.11%	2035	1975	1,915	-0.30%	960	0	1008	0	1,056	0	0.48%
University of Louisville	151	171	153	135	-1.17%	393	386	378	-0.19%	708	0	646	0	584	0	-0.96%
	152	710	622	534	-1.41%	1685	2060	2,436	1.86%	257	0	214	0	171	0	-2.02%
	153	1	1	1	0.00%	3	3	4	1.46%	1685	0	1403	0	1,121	0	-2.02%
	154	130	109	87	-1.99%	255	333	411	2.42%	1200	3,615	394	3,615	0	3,615	-1.42%
	155	28	24	19	-1.92%	71	88	105	1.98%	128	0	107	0	85	0	-2.03%
	158	45	44	42	-0.34%	86	94	102	0.86%	218	0	181	0	145	0	-2.02%
Churchill Downs	160	377	333	290	-1.30%	1025	883	741	-1.61%	1661	0	1158	0	655	0	-4.54%
Fairgrounds	167	6	6	6	0.00%	11	11	11	0.00%	3498	0	2912	0	2,327	0	-2.02%
Airport	353	0	0	0	0.00%	0	0	0	0.00%	2019	0	2438	0	2,856	0	1.75%
	354	0	0	0	0.00%	0	0	0	0.00%	2738	830	3477	830	4,215	830	1.75%
	355	0	0	0	0.00%	0	0	0	0.00%	18471	0	22296	0	26,121	0	1.75%

Appendix H

DRAFT – KY Microsimulation Parameters

Project Overview

As part of the KY Microsimulation guidelines development, nine parameters have been identified and studied to develop recommended values, ranges, or distributions which are more applicable to Kentucky conditions. The goal of the development of these values is to replace the existing default values in the software to provide more localized, realistic input data for model creation to yield more accurate and; reliable results.

These parameter values are intended to provide a better starting point for microsimulation model development to strengthen the validity, accuracy, and ease of model calibration. For most parameters – supplemental, local data will serve as the best option for modifications to the default values when available.

Draft Parameter Values

Time Headway

This defines the spacing between vehicles in car-following. The parameter is defined in the Wiedemann 99 (W99) car following model, applicable to freeways, as CC1 (featured in Vissim and Transmodeler). While W99 is a primary driving behavior in Vissim, the default car-following model in Transmodeler is Modified General Motors which has a different application of headway buffers which are still being examined.

Default Value = 0.9s
Recommended Acceptable Range = 0.7s – 1.6s

Minimum Headway

This defines the minimum allowable spacing for lane changes within microsimulation. This parameter is only enabled under congested conditions when vehicles are unable to maintain desired headway and spacing conditions. In Vissim this is within the lane change behavior in the driving behaviors dialogue; in Transmodeler this value is within the Driver Behavior settings.

Based on the analysis, the observed data validates the default parameter values for Vissim and distribution for Transmodeler. It is recommended the default values be used in both software.

Vissim Default = 1.64 ft.
Transmodeler Default Distribution = 20% - 0.2s | 50% - 0.4s | 20% - 0.6s | 10% - 0.8s

Acceleration

Acceleration is defined by driving behavior parameters as well as by the base models within the software. The current draft recommended values would adjust the default CC8 (Standstill Acceleration) and CC9 (Acceleration from 50mph) parameters in the W99 model.

	CC8 (Standstill Acceleration)	CC9 (Acceleration from 50mph)
Default	**11.48 ft/s²**	**4.92 ft/s²**
Recommended	**9.2 ft/s²**	**4.4 ft/s²**

Deceleration

Similar to acceleration, this is defined in the base model data as well as within the driving behavior model data. The current draft recommendation values would adjust the default driving behavior lane change parameters for max decel, acceptable decel, and max decel for cooperative lane changing for W99 and W74. In Transmodeler, the normal deceleration values with the variance modifiers are consistent with the observed KY data and are not recommended to be changed.

	Default (W99)		Recommended W99		Recommended W74	
	Own	Trailing	Own	Trailing	Own	Trailing
Max Decel	**-13.12 ft/s²**	**-9.84 ft/s²**	**-13.47 ft/s²**	**-10.10 ft/s²**	**-12.67 ft/s²**	**-9.50 ft/s²**
Accepted Decel	**-3.28 ft/s²**	**-3.28 ft/s²**	**-3.51 ft/s²**	**-1.76 ft/s²**	**-3.61 ft/s²**	**-3.61 ft/s²**
Max Decel for Cooperative Braking	**-9.84 ft/s²**	-	**-8.76 ft/s²**	-	**-8.54 ft/s²**	-

Standstill Distance

This defines the spacing between stopped vehicles, primarily impactful on arterials. In Vissim this is housed within the driving behavior parameters. In Transmodeler this is within the general parameters under stopped gaps. Each software uses a distribution to define the standstill distance defined by an average and standard deviation.

	Vissim Default	Transmodeler Default	Recommended Urban	Recommended Rural
Average	**6.56 ft**	**8 ft**	**9 ft**	**11 ft**
Standard Deviation	**0.98 ft**	**4 ft**	**3.7 ft**	**3.7 ft**

The standard deviation can be changed in Transmodeler but is fixed in Vissim.

Lane Change Distance

This parameter defines the distance ahead of exits/turns which vehicles will attempt to make lane changes. In Vissim this is an attribute of the links and connectors individually. The default value within Vissim is a singular value, however Vissim 2020 allows for distributions to be applied. In Transmodeler the data is held within the driver behavior parameters and is defined by distributions for arterials and freeways.

Based on the analysis, it was determined that the default values and distribution in Transmodeler are more consistent with observed conditions and should be used as the starting point for analysis. This parameter is dependent upon local conditions; therefore local project information should be used when available.

Vissim Default = 656.6 ft

Transmodeler Default & Recommended

% of Drivers	2%	6%	10%	14%	18%	16%	10%	8%	5%	3%	2%	2%	2%	1%	1%
Streets (ft)	800	850	900	950	1000	1050	1100	1150	1200	1250	1300	1350	1400	1450	1500
Freeways (ft)	1000	1100	1200	1300	1500	1750	2000	2250	2500	2750	3000	3250	3500	3750	4000

Vehicle Speed Ranges

The vehicle speed ranges define the distribution (variability) of vehicle speeds for an assigned speed value (typically posted speed limit). In Vissim and Transmodeler these are defined by desired speed distributions. The proposed recommended curves provide definition points for every 10th percentile for various common speed limits of different roadway types and contexts.

Recommended Vehicle Speed Range Distributions

	25mph		35mph		40mph		45mph		55mph		65mph		55mph		65mph		70mph	
	Arterial		Arterial		Arterial		Arterial		Arterial		Arterial		Freeway		Freeway		Freeway	
%	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	Rural
0%	20.7	22.6	24.6	33.4	26.9	29.3	33.3	41.1	42.4	49.8	55.4	59.5	42.3	46.1	47.5	51.8	53.9	51.8
10%	22	24	26.5	35	30	32.7	36.5	42	44.5	51	56.8	61	53.5	58.3	59.1	64.4	62.5	61.6
20%	23.5	25.6	28.5	36.4	31.6	34.5	39.3	43.4	46.5	52.4	58.6	62.9	56.2	61.3	62	67.6	64.5	64
30%	25	27.3	30	37	32.8	35.8	41	45	49	54	59.6	64	58	63.2	63.8	69.6	66	65.4
40%	26.1	28.5	31.5	39	34.4	37.5	42.4	46.5	50.2	55	61.8	66.3	59.6	65	65.2	71.1	67.3	66.9
50%	27.5	30	33	41	36	39.2	44	47.5	53	56	62.9	67.5	60.7	66.2	66.7	72.7	68.4	68.1
60%	29.1	31.7	34.1	42.4	38.2	41.6	45.1	48.7	54.4	57.2	64.1	68.8	62.3	67.9	68.1	74.2	69.2	69.3
70%	30.5	33.3	36	43.5	41	44.7	47	49.5	56	58.5	64.7	69.5	63.7	69.4	69.6	75.9	70.5	70.7
80%	31.8	34.7	37.7	45.2	44	48	49.6	50.7	58.1	60.1	65.1	69.9	65.7	71.6	71.6	78.1	71.9	72.3
90%	35	38.2	44	50	48	52.3	53	54	62	64	66.1	71	68.6	74.8	74.5	81.2	74.2	74.7
100%	42.3	46.1	50	54.4	52.2	56.9	57.3	61	66.1	67.7	67.8	72.8	76.7	83.6	79.7	86.9	80.6	80.5

Due to the nature and volume of default speed curve data it was not shown in the above table.

Vehicle Fleet Composition

This details the makeup of vehicles within the model and provides details regarding the percentage distribution of various types of passenger cars (low performance, mid performance, high performance, SUV, van, pickup truck, etc.) as well as the percentage of heavy vehicles. The recommended values are based on KY VIN data and have a recommended value as well as range.

	Buses	Motorcycles	Passenger Cars - High	Passenger Cars - Middle	Passenger Cars - Low	Pickups/ SUVs	Single Unit Trucks	Trailer Trucks	Grand Total
TransModeler (Default Fleet)	0.3%	3.3%	12.0%	48.0%	12.0%	20.2%	3.2%	1.0%	100.0%
Vissim (Default Fleet)	0.0%	0.0%	17.6%	70.6%	9.8%	0.0%	2.0%	0.0%	100.0%
Vissim US Default Fleet	0.0%	0.0%	5.4%	22.3%	12.2%	50.1%	5.9%	4.2%	100.0%
Recommended Distribution	**0.5%**	**2.5%**	**5.2%**	**20.6%**	**15.9%**	**52.2%**	**3.0%**	**0.2%**	**100.0%**
Recommended Range - Low	*0%*	*0%*	*3%*	*16%*	*12%*	*42%*	*2%*	*0%**	
Recommended Range - High	*1%*	*3%*	*6%*	*26%*	*21%*	*62%*	*6%*	*5%*	

**Only applicable for roadways which do not allow Trailer Trucks*

Truck Weight-to-Power Ratio

This parameter defines the weight and power relationship for heavy vehicles. This ratio impacts the overall heavy vehicle performance within models and primarily impacts the acceleration and deceleration functions and performance on gradients within models. The Vissim weight and power are randomly assigned from the respective distributions all of which have equivalent probability (with maximums and minimums). In Transmodeler the ratios are percentile distributions based on average vehicle weight.

Recommended Weight-to-Power Distribution

Weight-to-Power (kg/kW)	Proposed Cumulative Distribution	Proposed Probability Distribution
10	0%	0%
22.5	0%	0%
38	11%	11%
53.5	29%	18%
68.5	46%	17%
83.5	64%	18%
98.5	81%	17%
114	93%	12%
129.5	97%	4%
144.5	99%	2%
159.5	100%	1%

Due to the nature of the default values within the software, the defaults were not shown in this table.

The recommended values are in draft format which will be further investigated and tested in a series of case studies during the next phase of this project. Any additional feedback and testing of these values would be appreciated by the project team.

Please reach out to discuss any topics related to the development of the parameter values (data collection, analysis, findings, application, model results, etc.)

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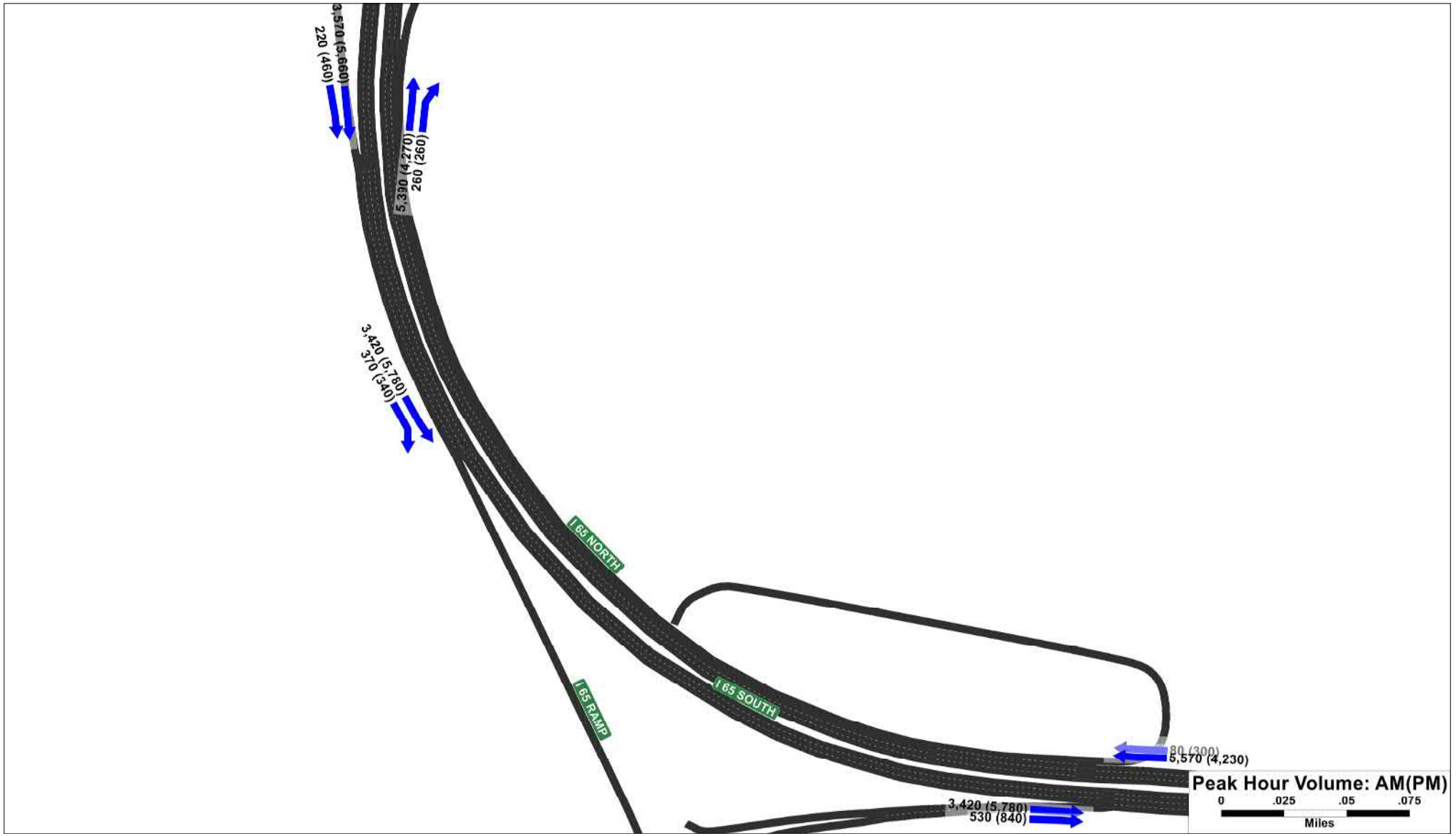
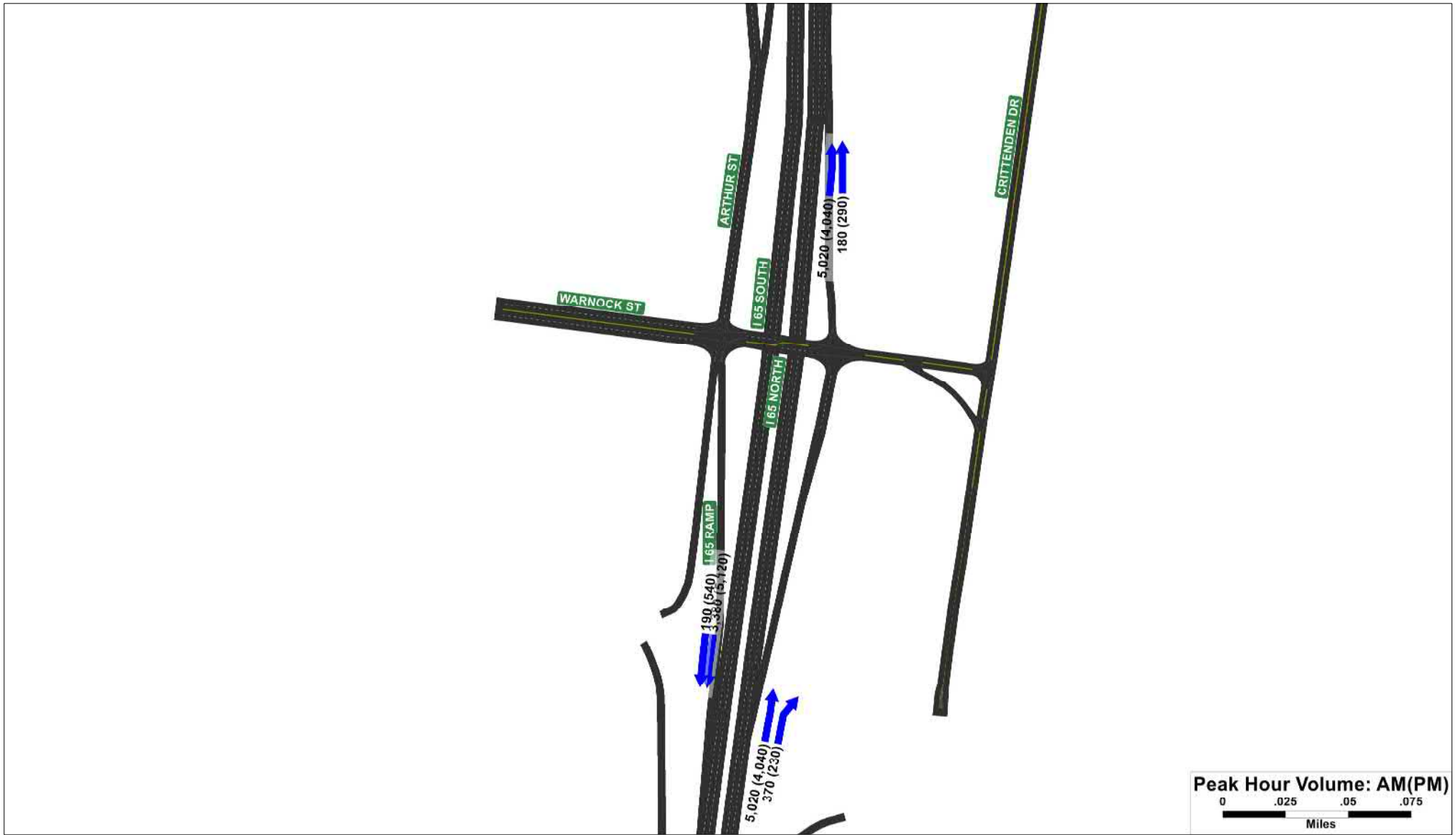
Adam Hedges Adam.Hedges@hdrinc.com

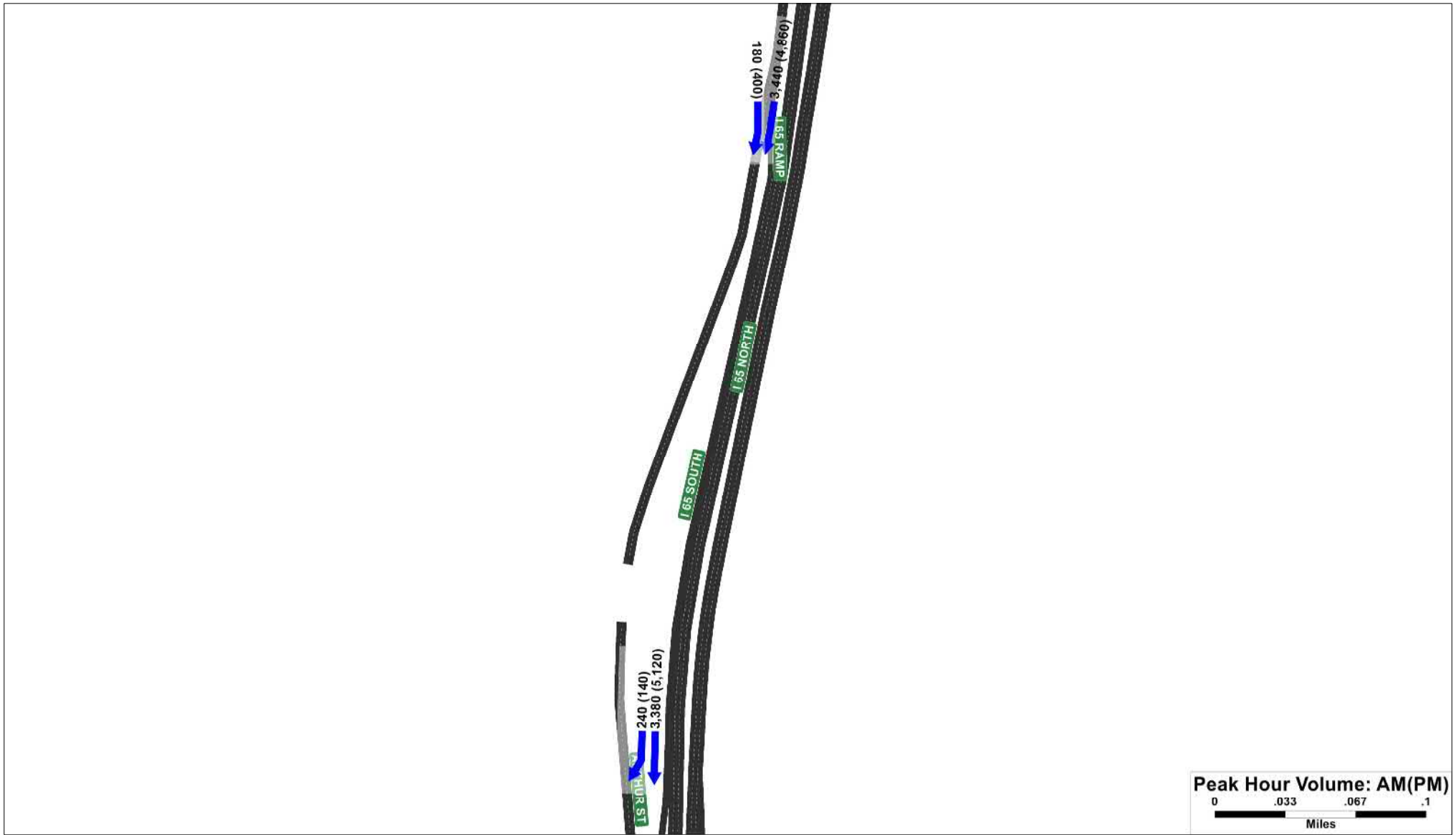
Appendix I

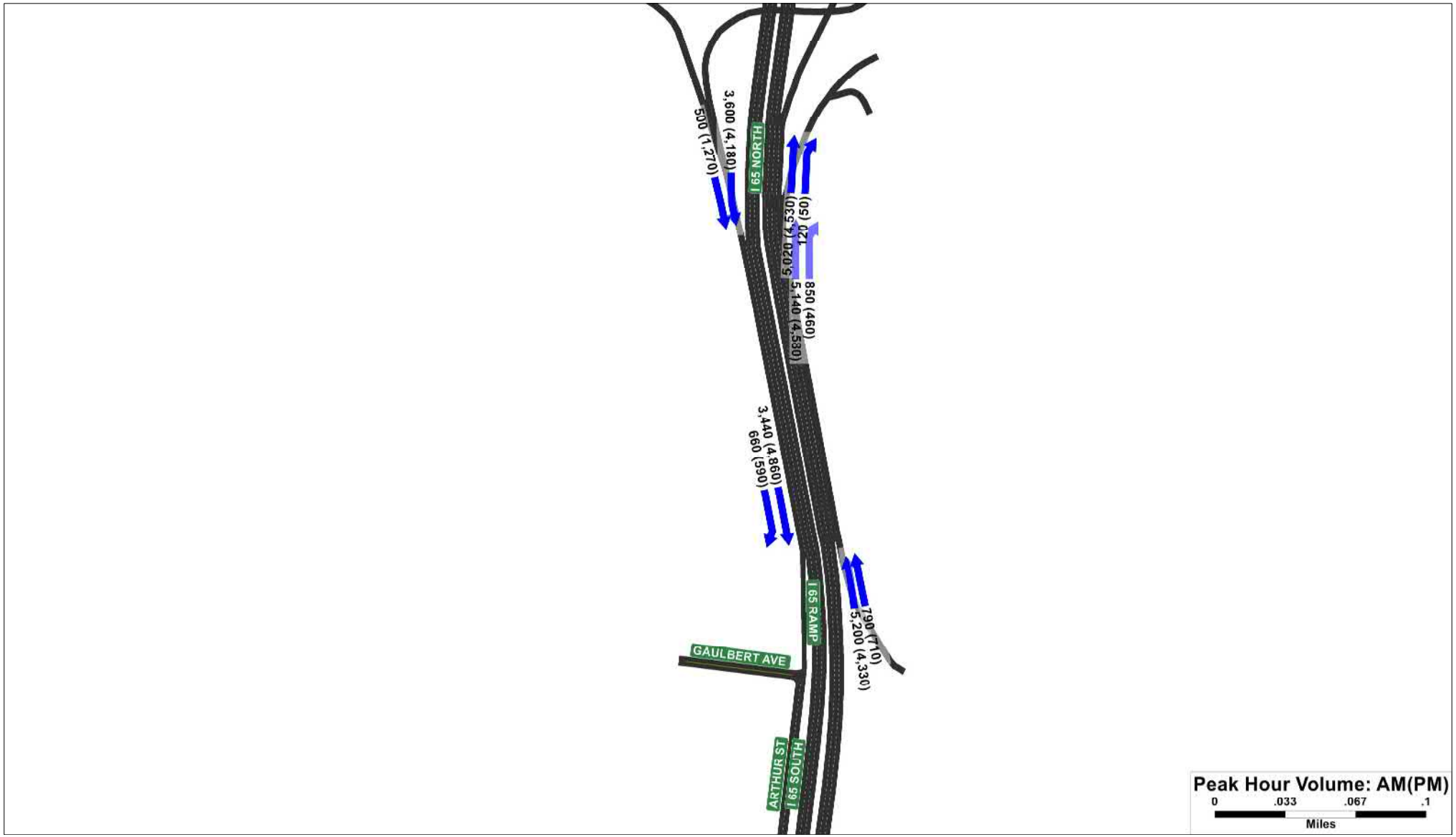
Microsimulation Input Volumes

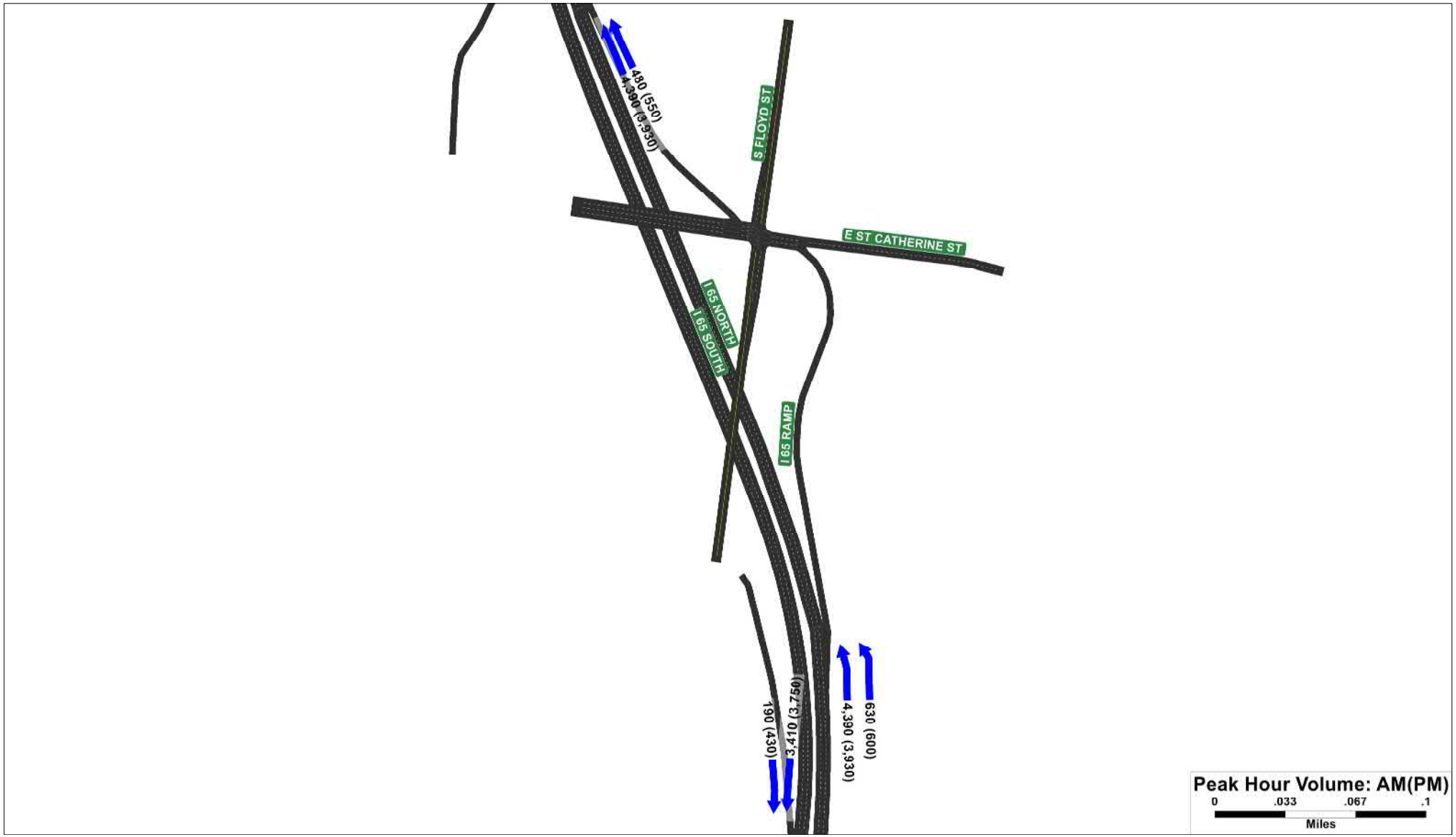
Existing 2020

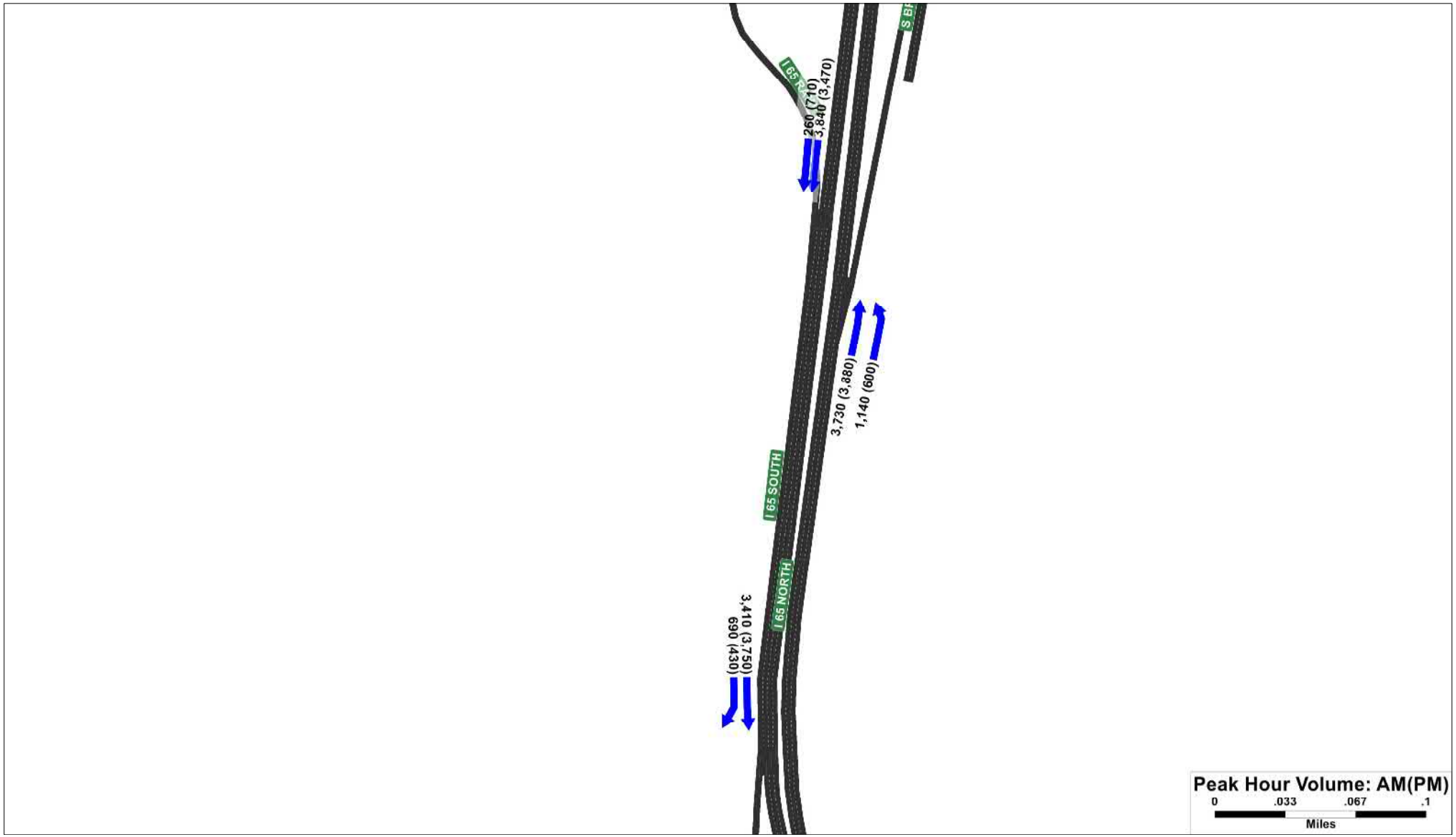

3,570 (5,660)
220 (460)
5,330 (4,270)
260 (260)
3,420 (5,780)
370 (340)
I 65 NORTH
I 65 SOUTH
I 65 RAMP
80 (300)
5,570 (4,230)
3,420 (5,780)
530 (840)
Peak Hour Volume: AM(PM)
0
.025
.05
.075
Miles

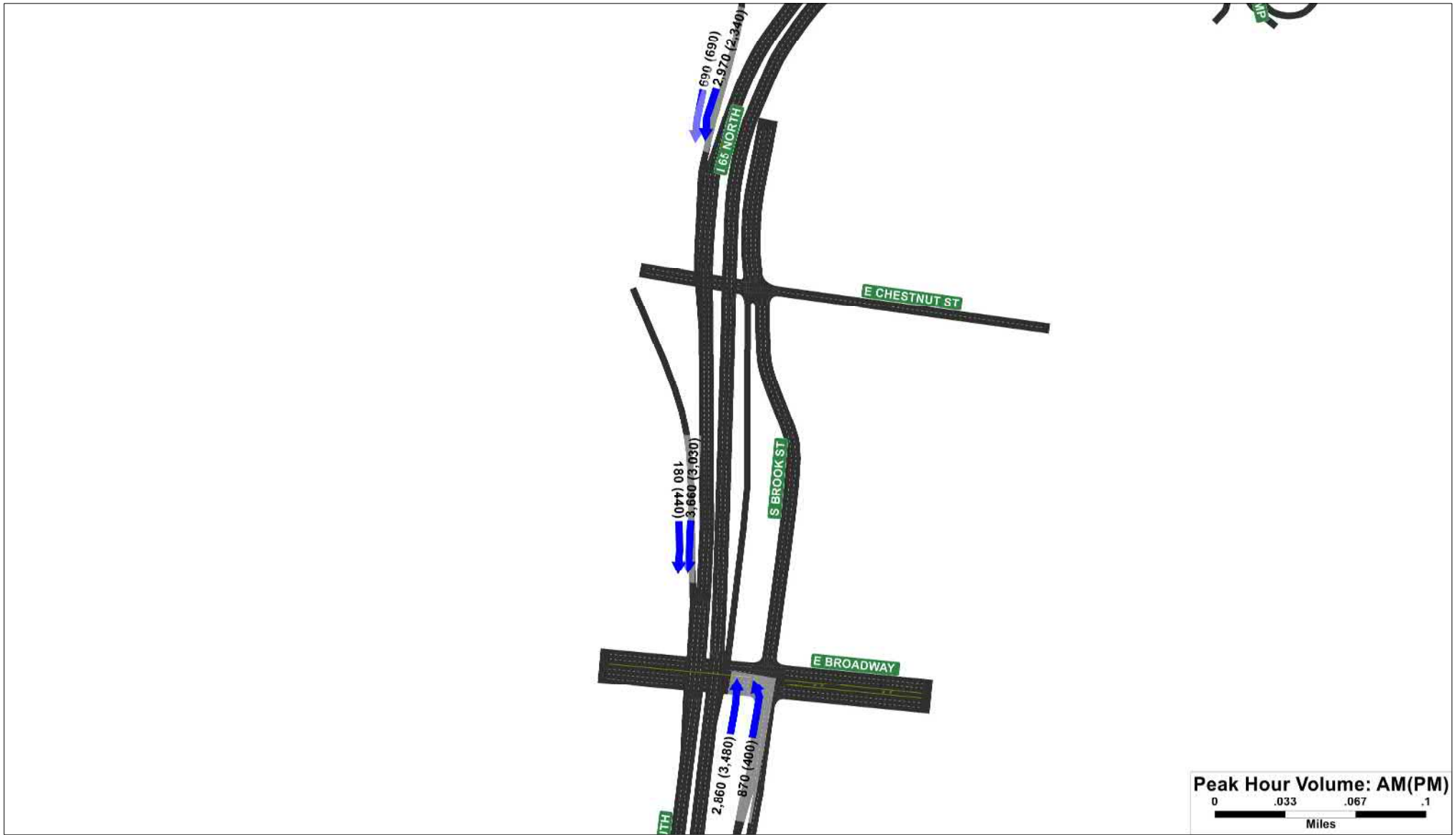

ARTHUR ST
CRITTENDEN DR
WARNOCK ST
I 65 SOUTH
I 65 NORTH
I 65 RAMP
5,020 (4,040)
180 (290)
190 (540)
3,380 (5,120)
5,020 (4,040)
370 (230)
Peak Hour Volume: AM(PM)
0
.025
.05
.075
Miles

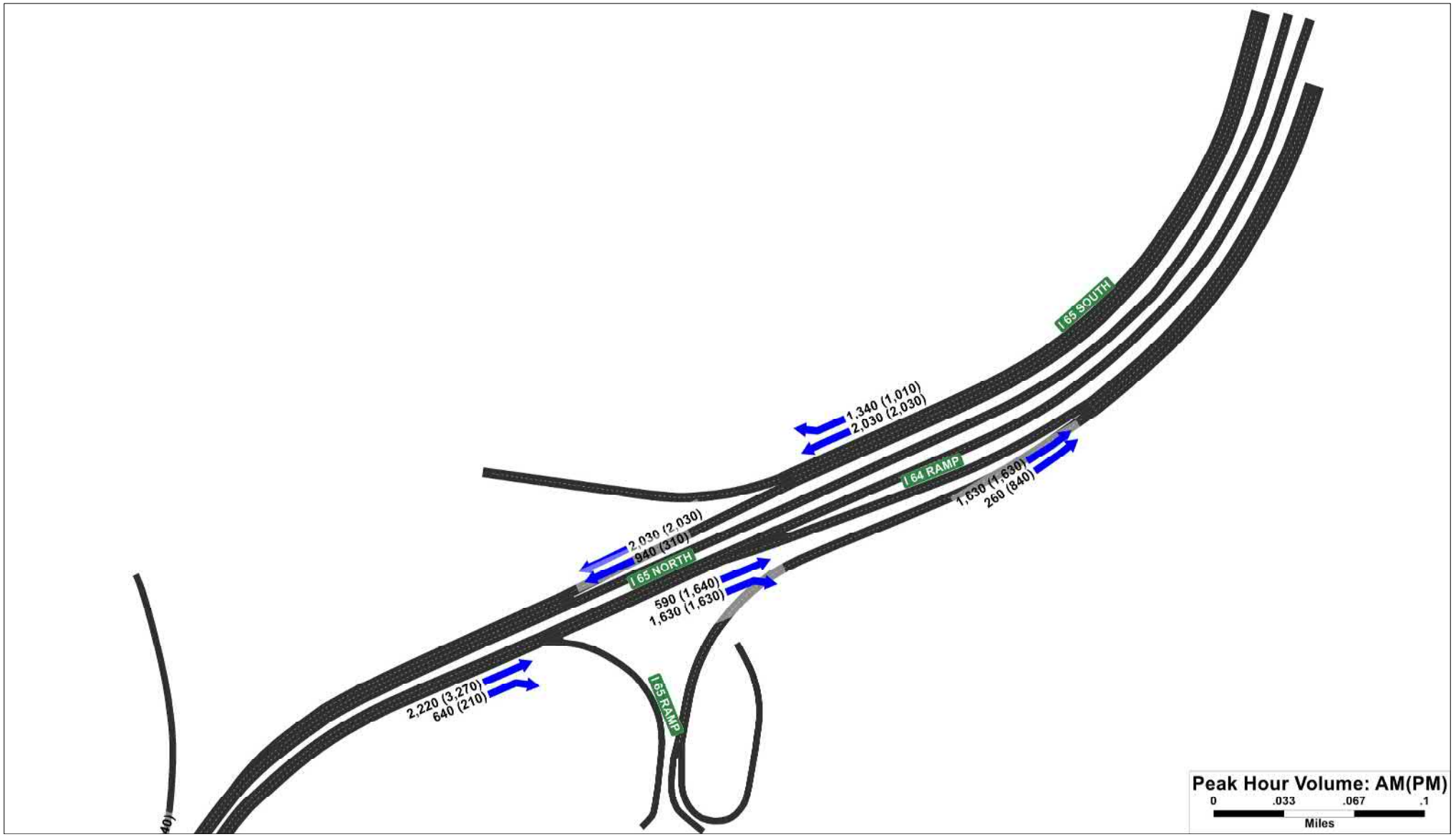

180 (400)
3,440 (4,860)
I 65 RAMP
I 65 NORTH
I 65 SOUTH
240 (140)
3,380 (5,120)
HUR ST
Peak Hour Volume: AM(PM)
0
.033
.067
.1
Miles


500 (1,270)
3,600 (4,180)
I 65 NORTH
5,020 (4,530)
120 (05)
850 (460)
5,140 (4,580)
3,440 (4,860)
660 (590)
I 65 RAMP
790 (710)
5,200 (4,330)
GAULBERT AVE
ARTHUR ST
I 65 SOUTH
Peak Hour Volume: AM(PM)
0
.033
.067
.1
Miles


480 (550)
4,390 (3,930)
S FLOYD ST
E ST CATHERINE ST
I 65 NORTH
I 65 SOUTH
I 65 RAMP
190 (430)
3,410 (3,750)
4,390 (3,930)
630 (600)
Peak Hour Volume: AM(PM)
0
.033
.067
.1
Miles


I 65 SOUTH
I 65 NORTH
260 (710)
3,840 (3,470)
3,730 (3,880)
1,140 (600)
3,410 (3,750)
690 (430)
Peak Hour Volume: AM(PM)
0
.033
.067
.1
Miles


690 (690)
2,970 (2,340)
I-65 NORTH
E CHESTNUT ST
180 (440)
3,660 (3,030)
S BROOK ST
E BROADWAY
2,860 (3,480)
870 (400)
Peak Hour Volume: AM(PM)
0
.033
.067
.1
Miles

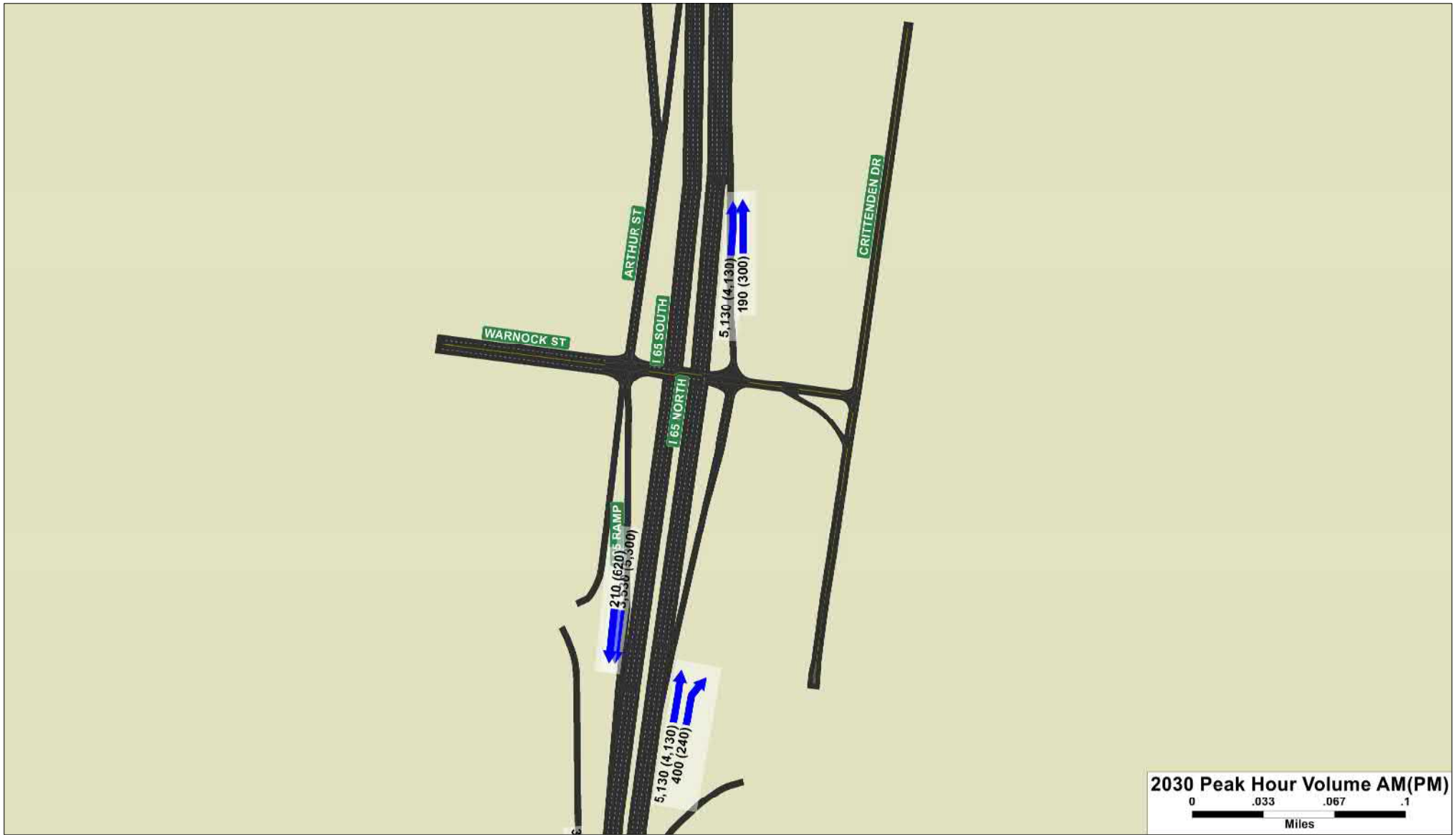

I 65 SOUTH
1,340 (1,010)
2,030 (2,030)
I 64 RAMP
1,630 (1,630)
260 (840)
2,030 (2,030)
940 (310)
I 65 NORTH
590 (1,640)
1,630 (1,630)
2,220 (3,270)
640 (210)
I 65 RAMP
Peak Hour Volume: AM(PM)
0
.033
.067
.1
Miles

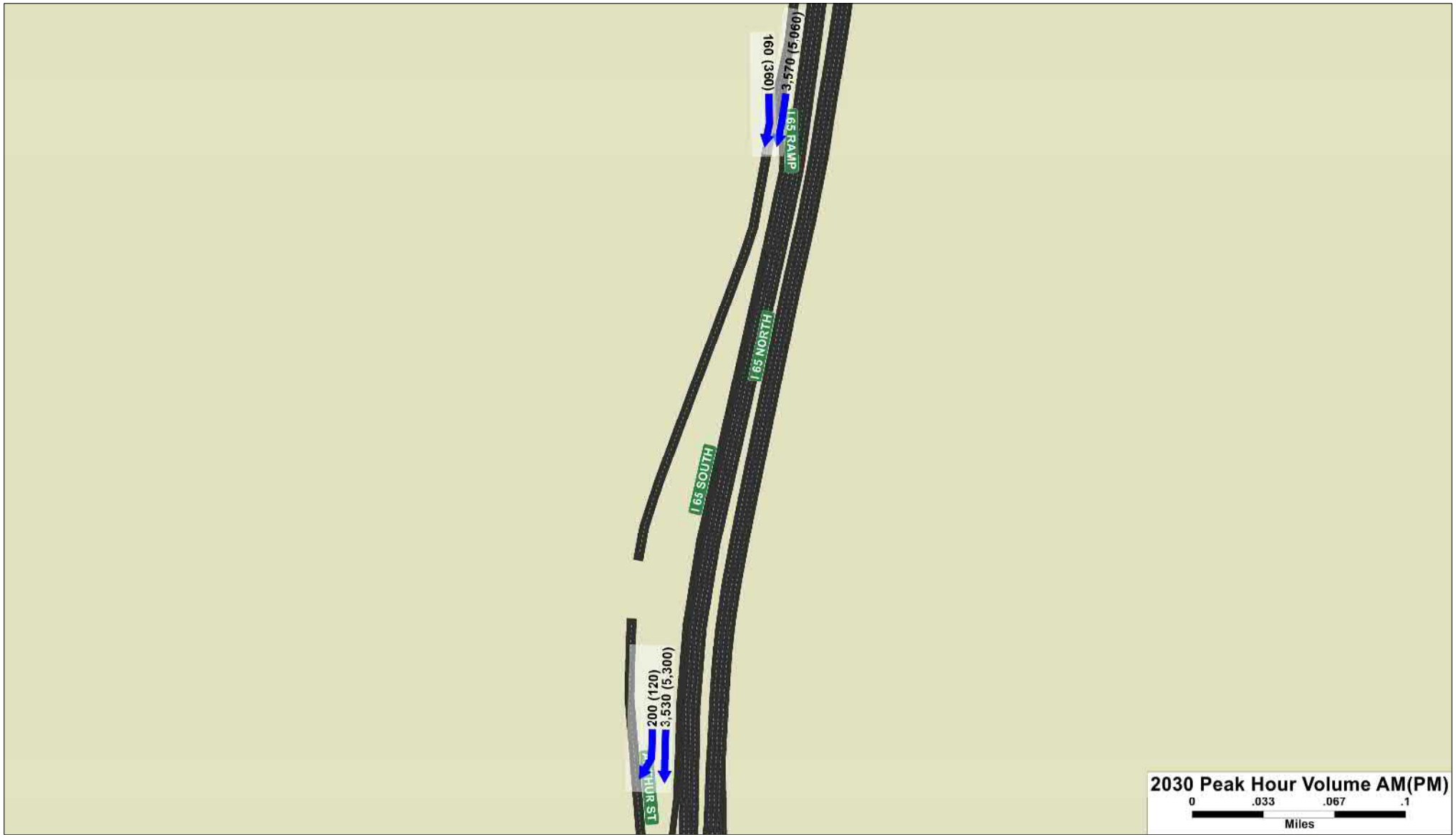
Appendix J

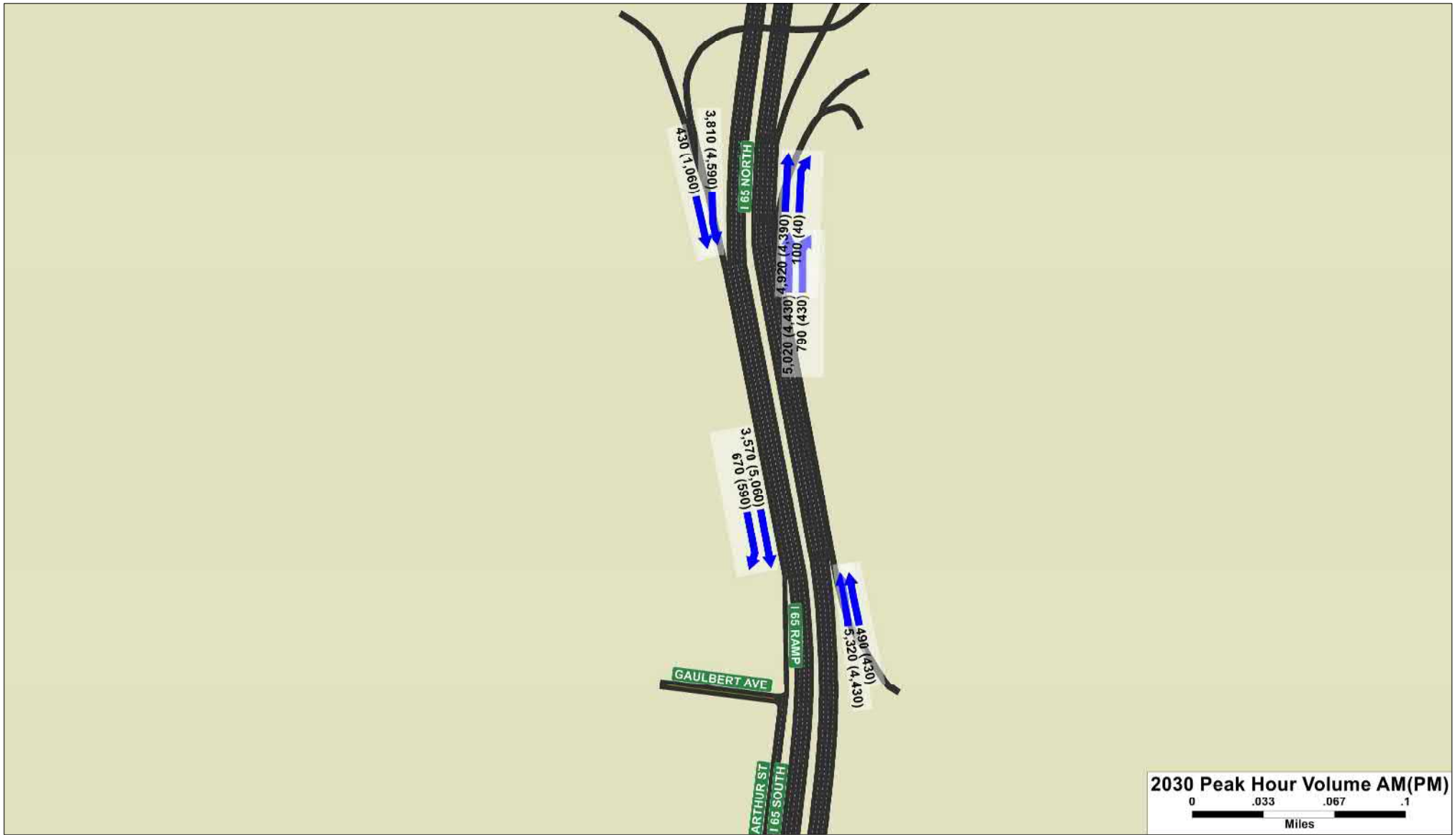
Microsimulation Input Volumes

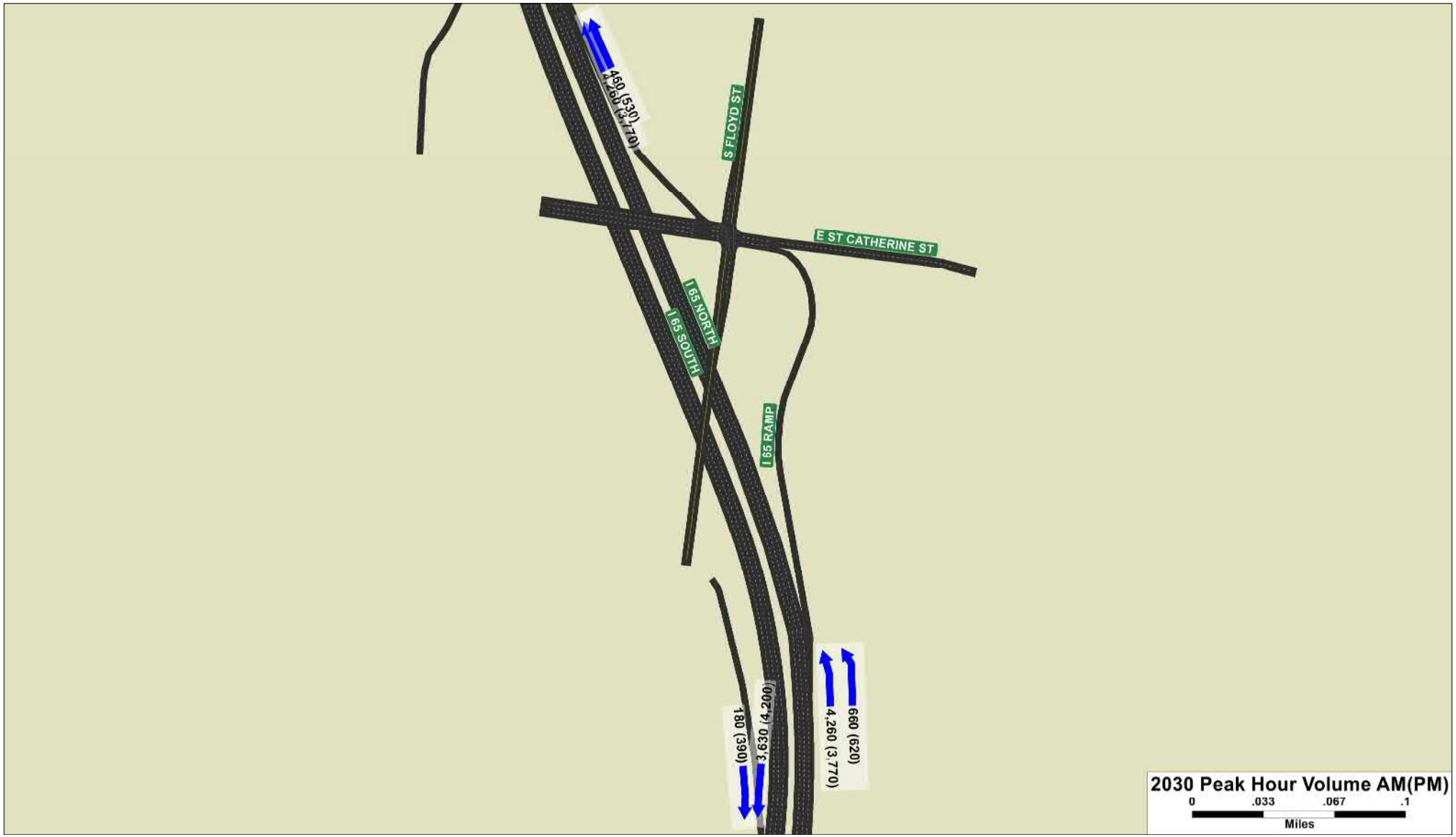
2030 and 2045

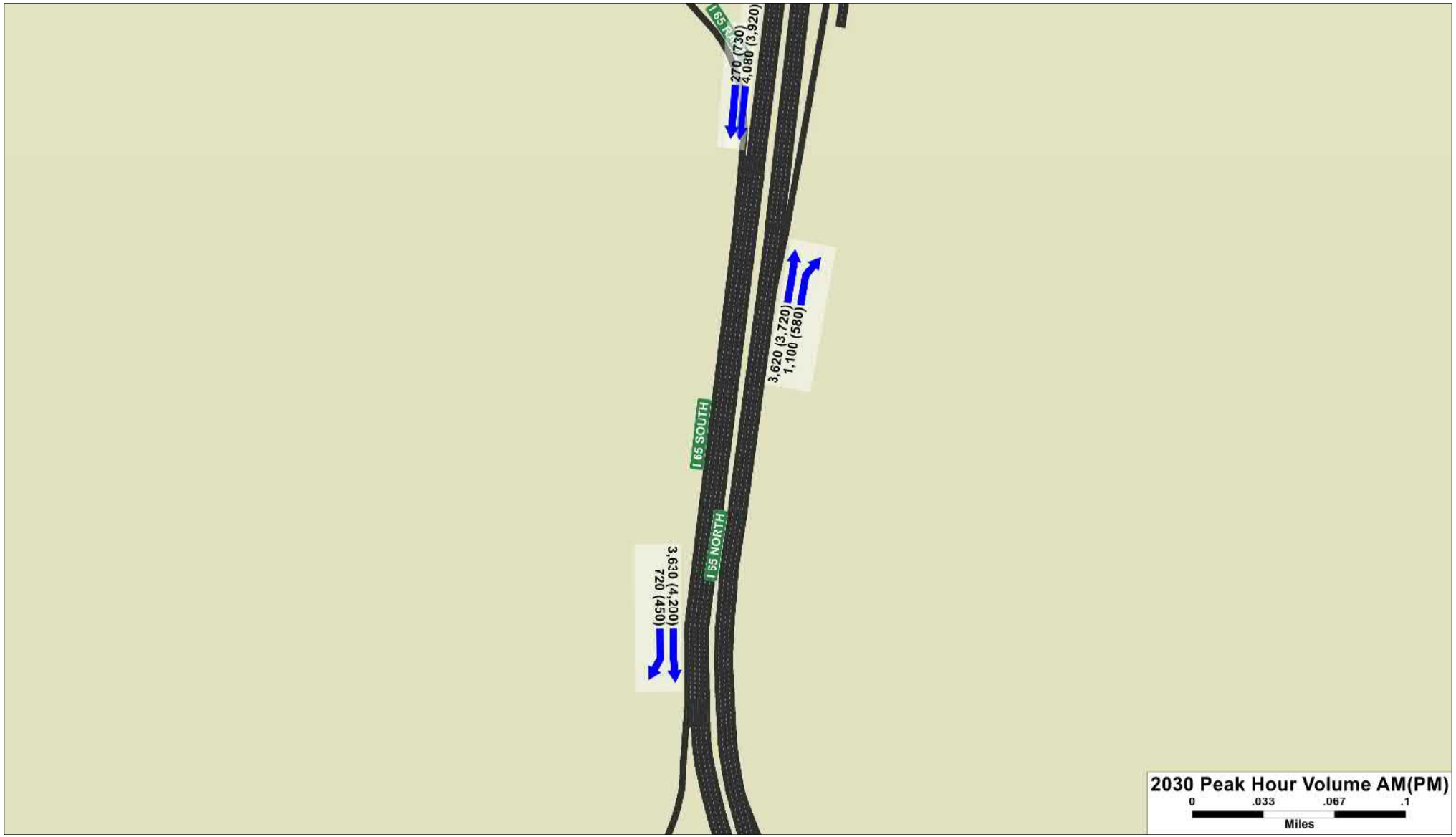
3,740 (5,920)
240 (510)
5,530 (4,370)
260 (260)
3,590 (6,070)
390 (360)
I 65 NORTH
I 65 SOUTH
I 65 RAMP
80 (300)
5,710 (4,330)
3,590 (6,070)
410 (650)
2030 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles

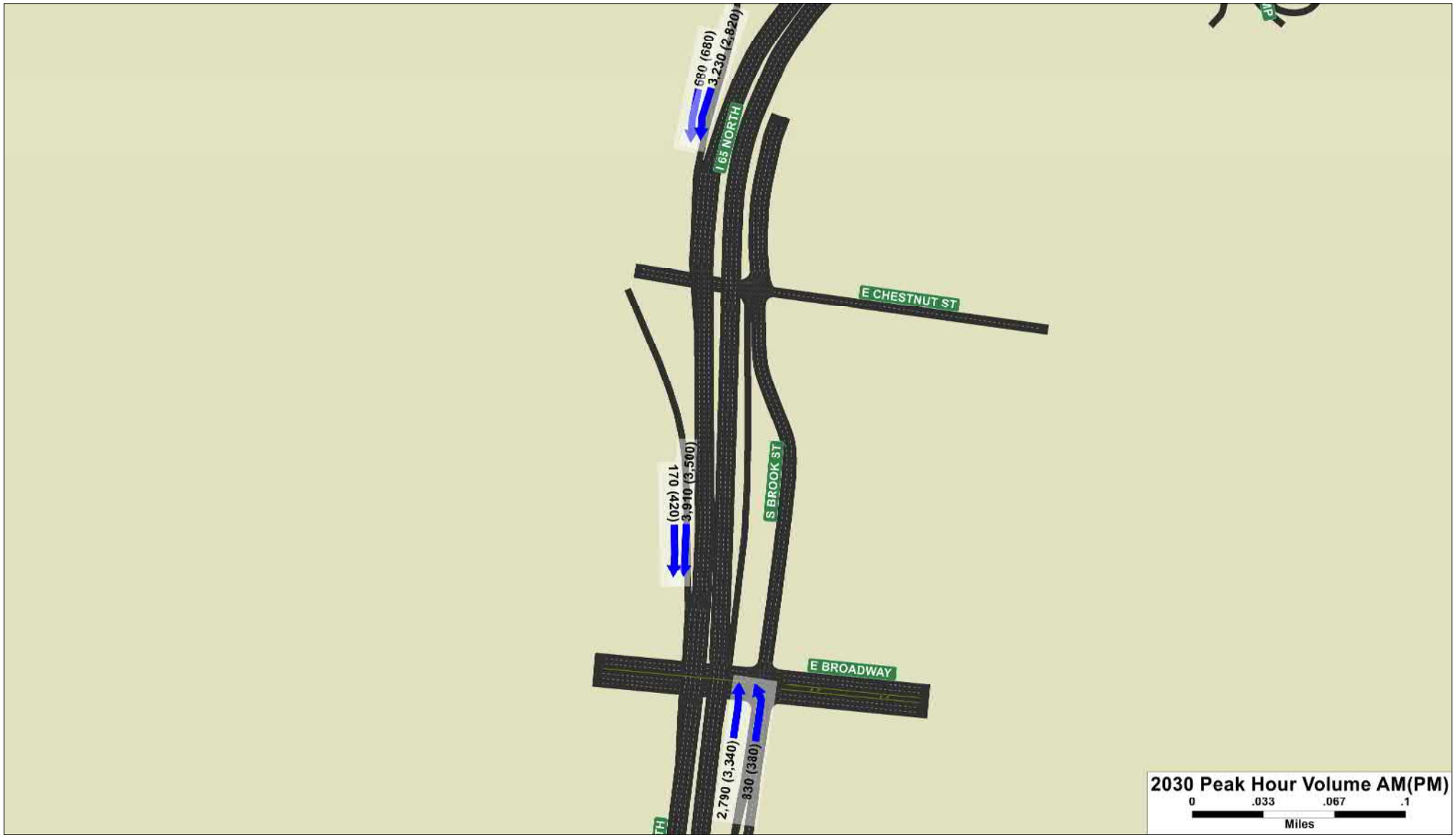

ARTHUR ST
WARNOCK ST
I 65 SOUTH
I 65 NORTH
CRITTENDEN DR
5,130 (4,130)
190 (300)
210 (620)
5,130 (5,300)
5,130 (4,130)
400 (240)
2030 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles

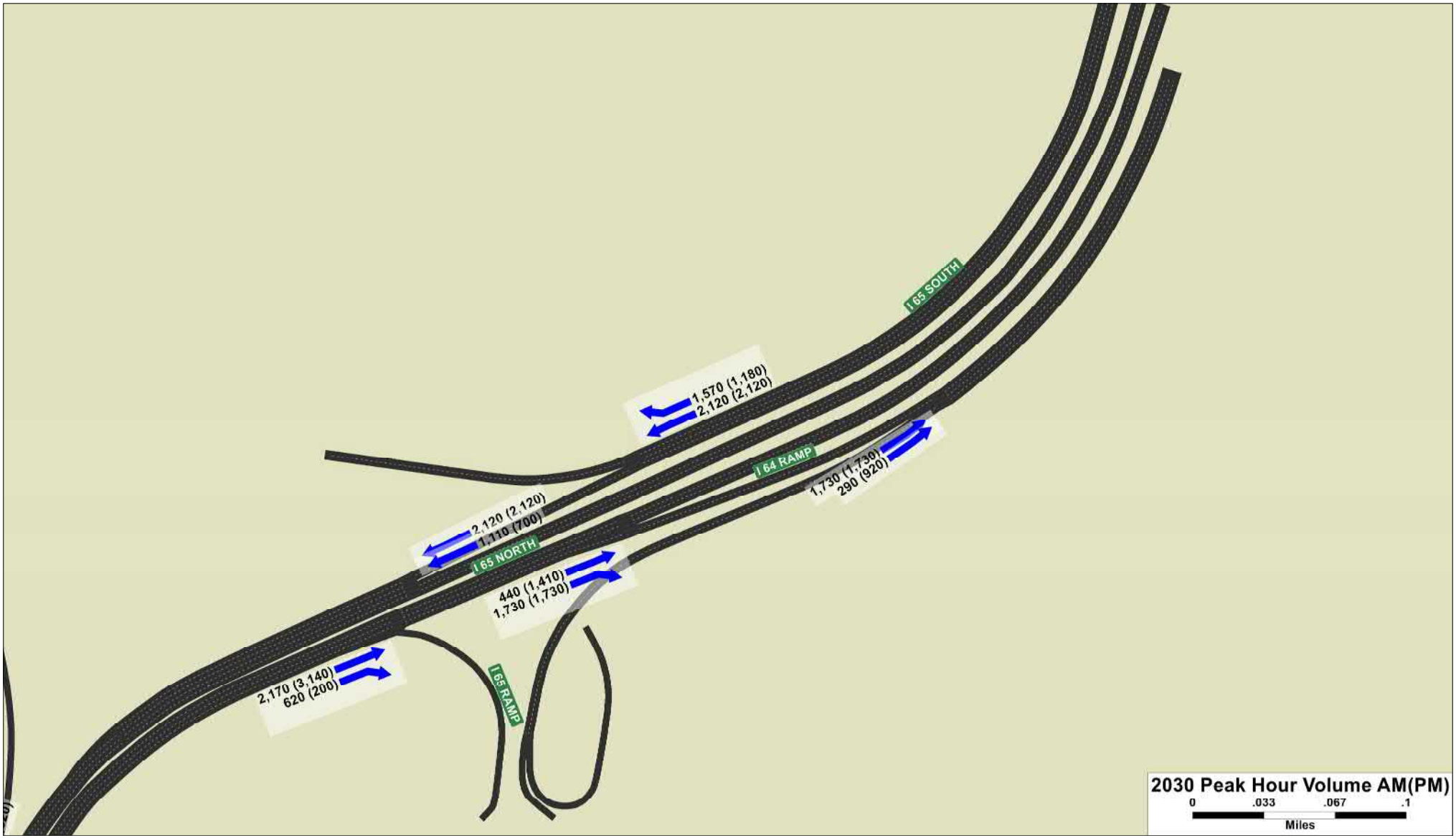

160 (360)
3,570 (5,060)
I 65 RAMP
I 65 NORTH
I 65 SOUTH
200 (120)
3,530 (5,300)
HUR ST
2030 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles


430 (1,060)
3,810 (4,590)
I 65 NORTH
5,020 (4,430)
790 (430)
4,920 (4,390)
100 (40)
3,570 (5,090)
670 (590)
I 65 RAMP
490 (430)
5,320 (4,430)
GAULBERT AVE
ARTHUR ST
I 65 SOUTH
2030 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles

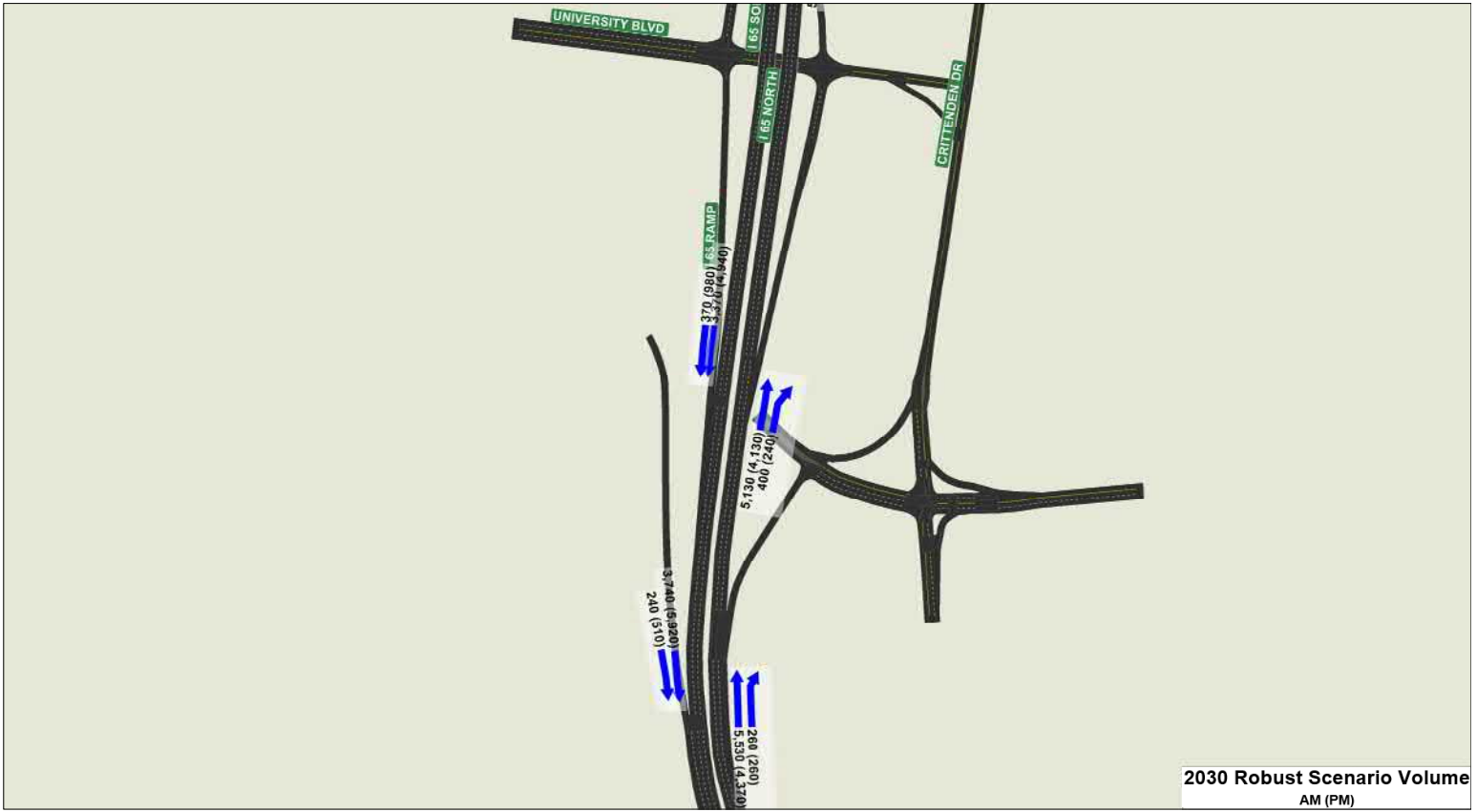

460 (530)
4,260 (3,770)
S FLOYD ST
E ST CATHERINE ST
I 65 NORTH
I 65 SOUTH
I 65 RAMP
180 (390)
3,630 (4,200)
4,260 (3,770)
660 (620)
2030 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles

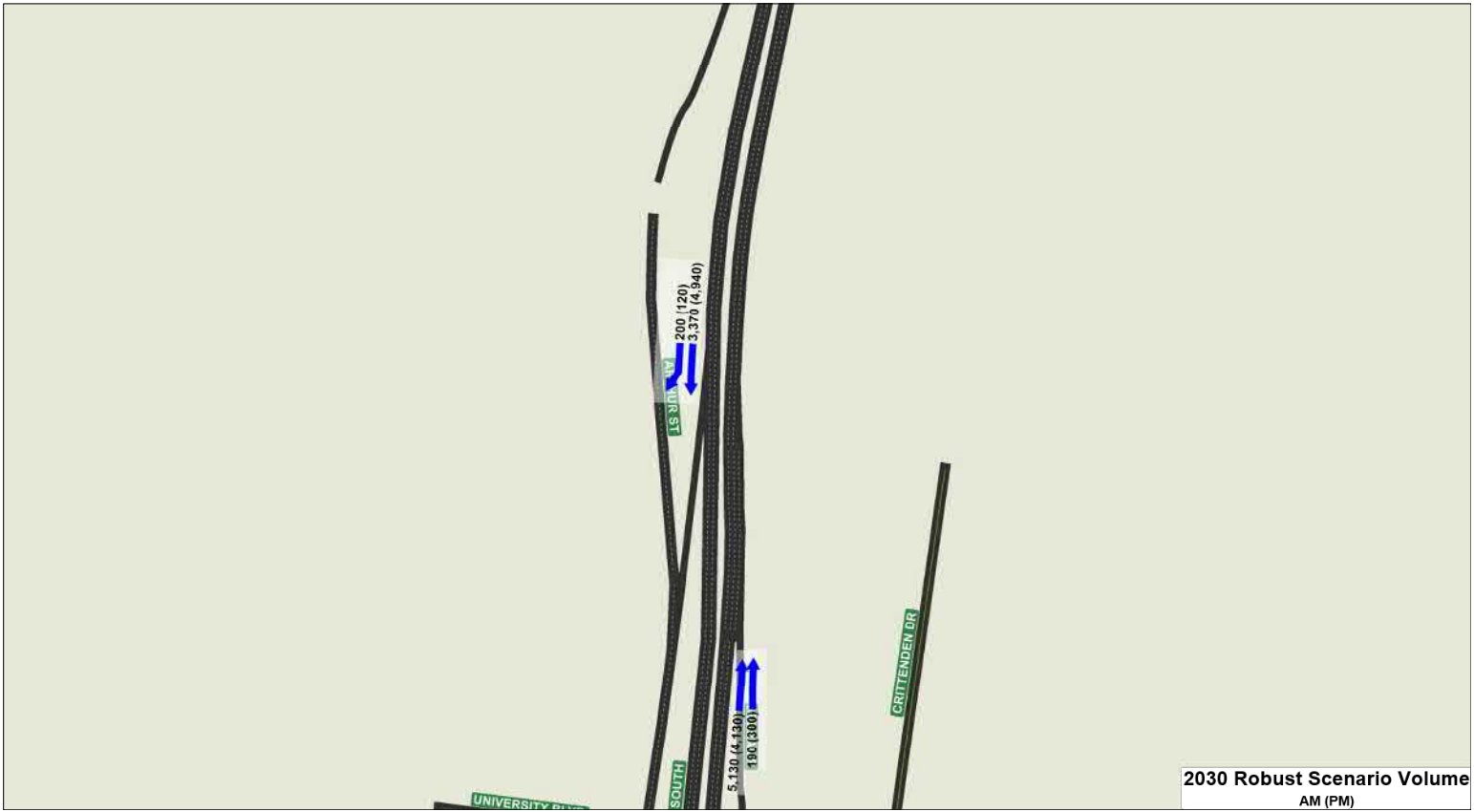

I 65 RAMP
270 (730)
4,080 (3,920)
3,620 (3,720)
1,100 (580)
I 65 SOUTH
I 65 NORTH
3,630 (4,200)
720 (450)
2030 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles


680 (680)
3,230 (2,820)
I 65 NORTH
E CHESTNUT ST
170 (420)
3,910 (3,500)
S BROOK ST
E BROADWAY
2,790 (3,340)
830 (380)
2030 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles

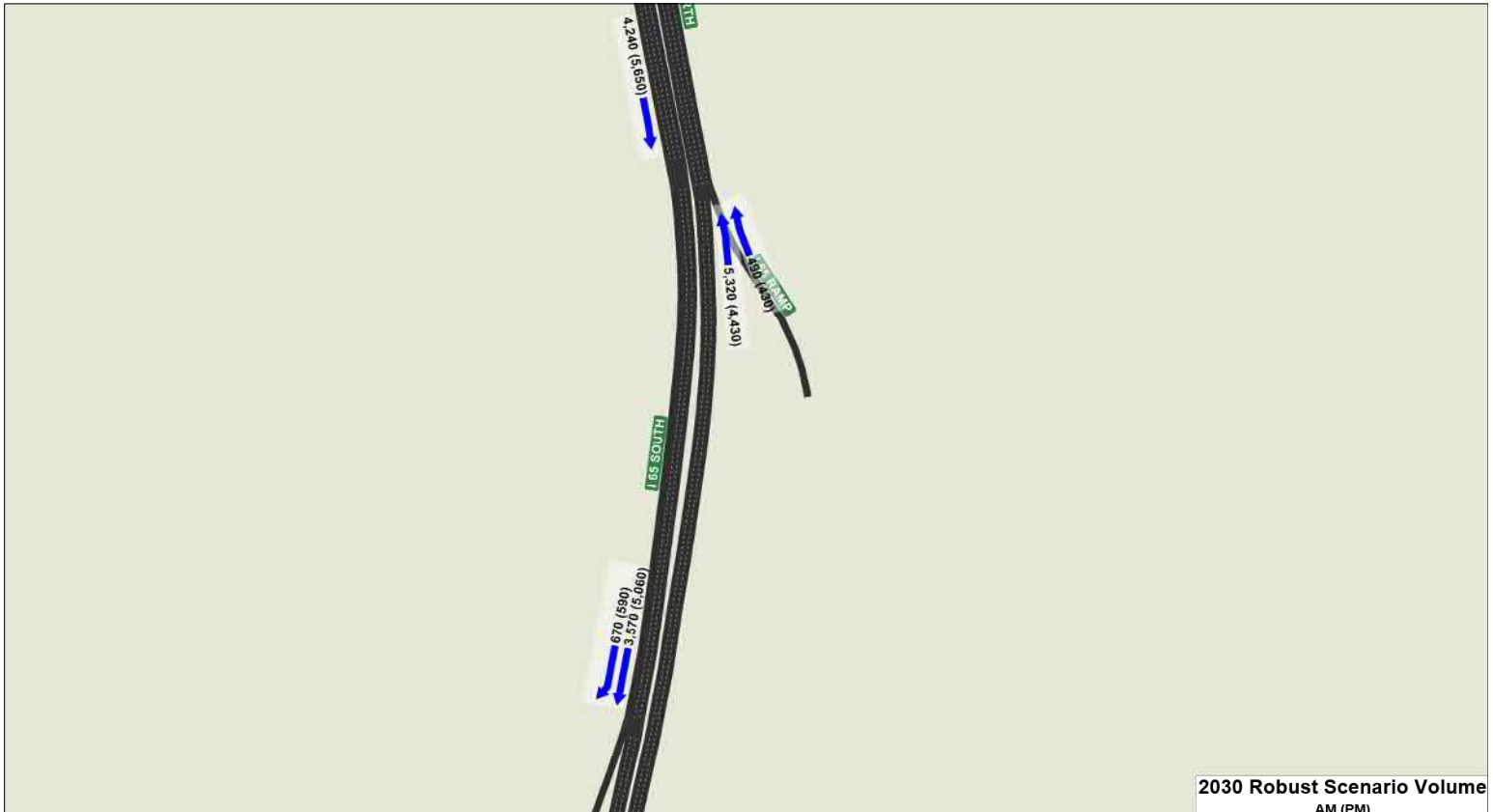

I 65 SOUTH
1,570 (1,180)
2,120 (2,120)
I 64 RAMP
1,730 (1,730)
290 (920)
2,120 (2,120)
1,110 (700)
I 65 NORTH
440 (1,410)
1,730 (1,730)
2,170 (3,140)
620 (200)
I 65 RAMP
2030 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles

3,740 (5,920)
240 (510)
260 (260)
5,530 (4,370)
3,590 (6,070)
390 (360)
I 65 NORTH
I 65 SOUTH
I 65 RAMP
80 (300)
5,710 (4,330)
3,590 (6,070)
410 (650)
205 (325)
205 (325)
2030 Robust Scenario Volume
AM (PM)

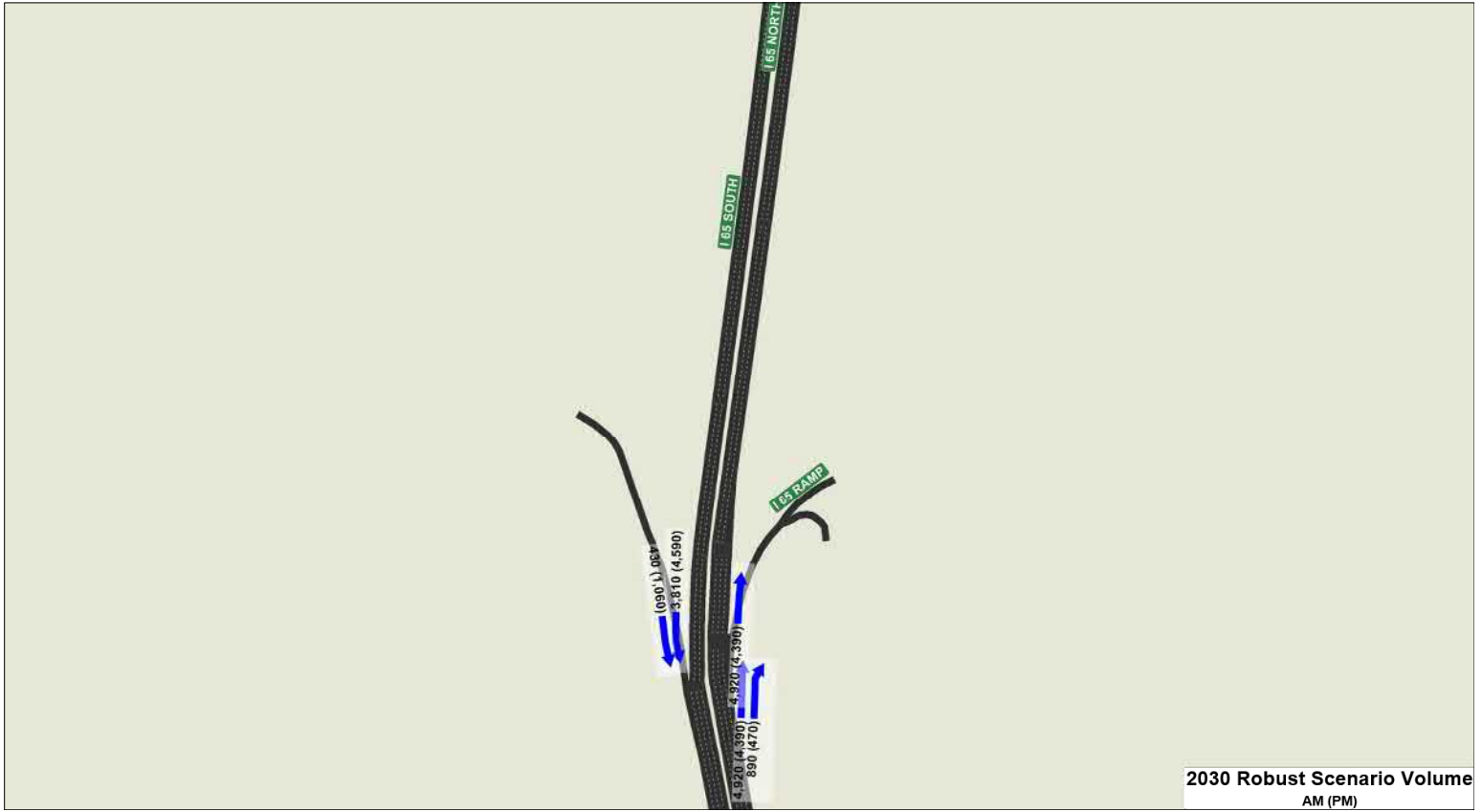

UNIVERSITY BLVD
I65 SO
I 65 NORTH
CRITTENDEN DR
I65 RAMP
370 (980)
3,370 (4,940)
5,130 (4,130)
400 (240)
3,740 (5,920)
240 (510)
5,530 (4,370)
260 (260)
2030 Robust Scenario Volume
AM (PM)

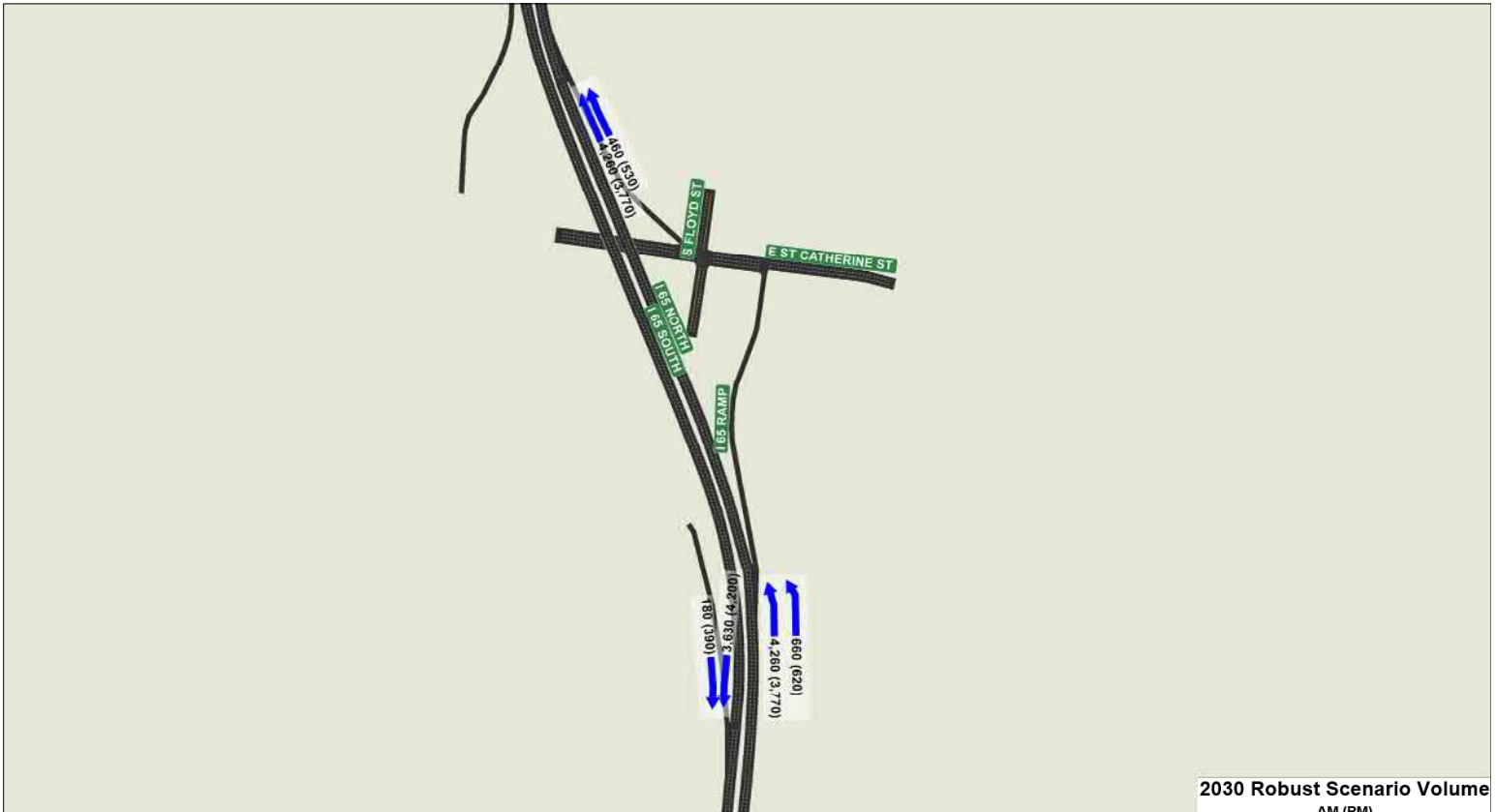


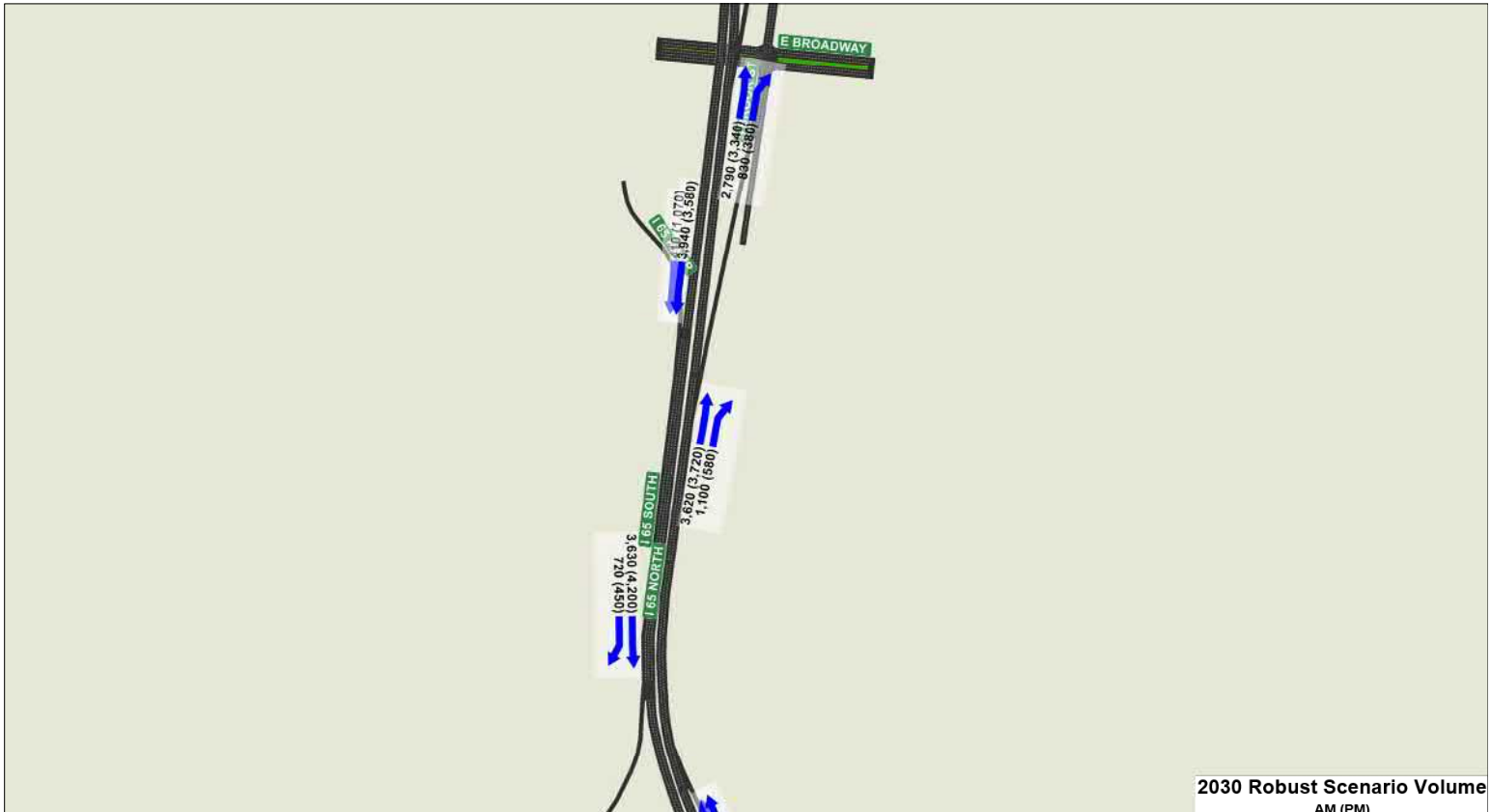
2030 Robust Scenario Volume
AM (PM)

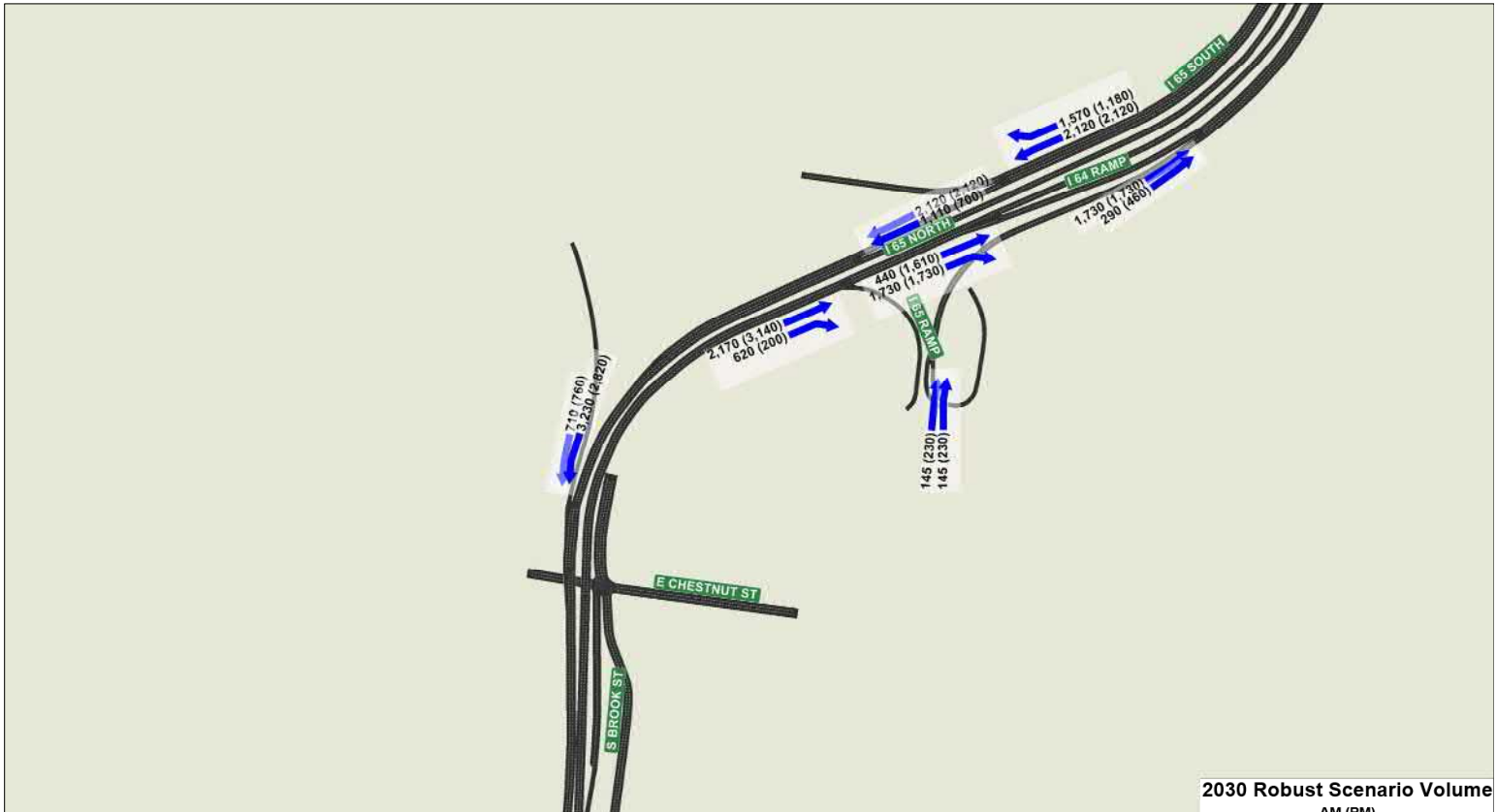


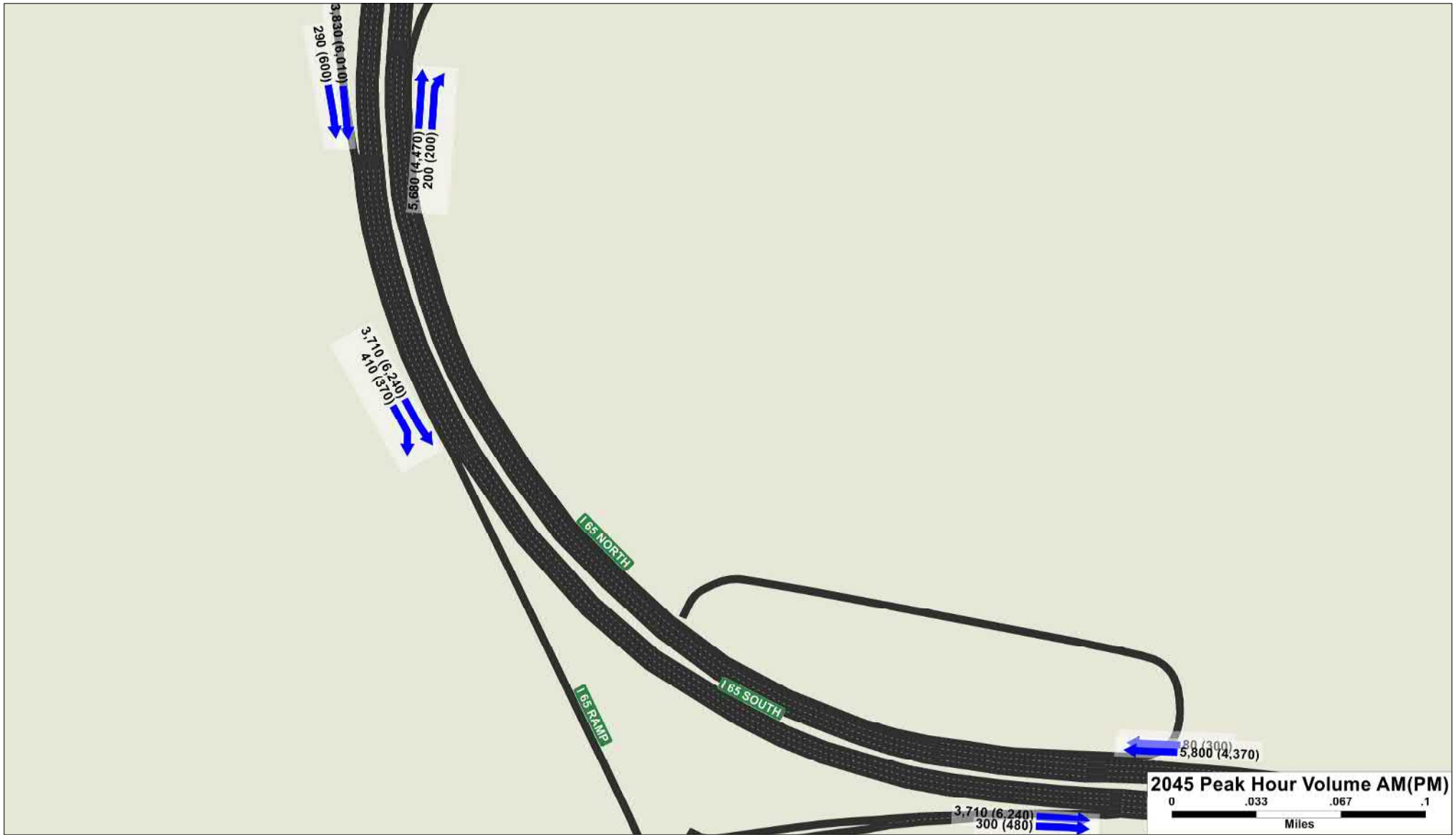
2030 Robust Scenario Volume
AM (PM)

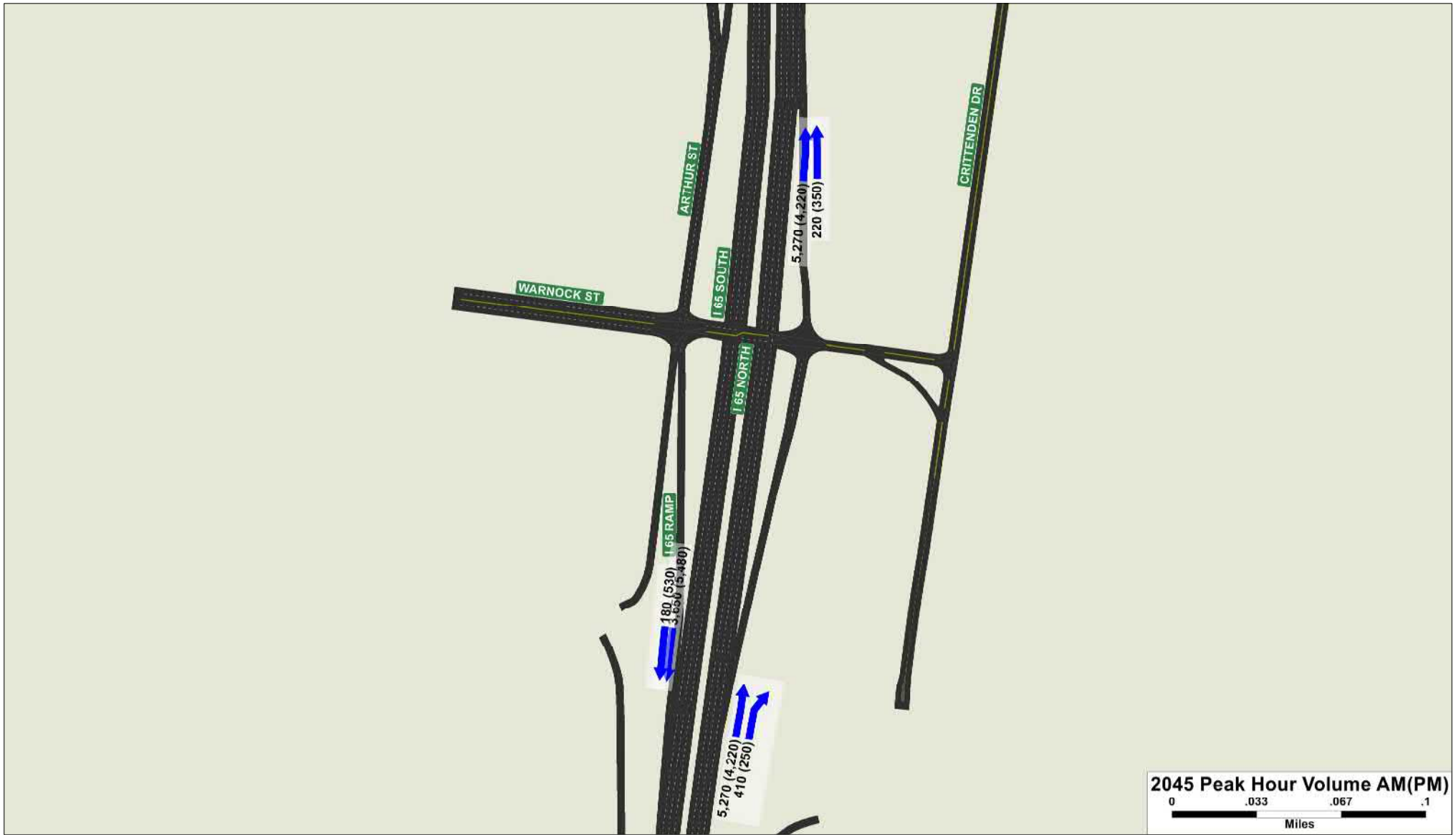

I 65 NORTH
I 65 SOUTH
I 65 RAMP
3,810 (4,590)
4,920 (4,390)
4,920 (4,390)
890 (470)
2030 Robust Scenario Volume
AM (PM)

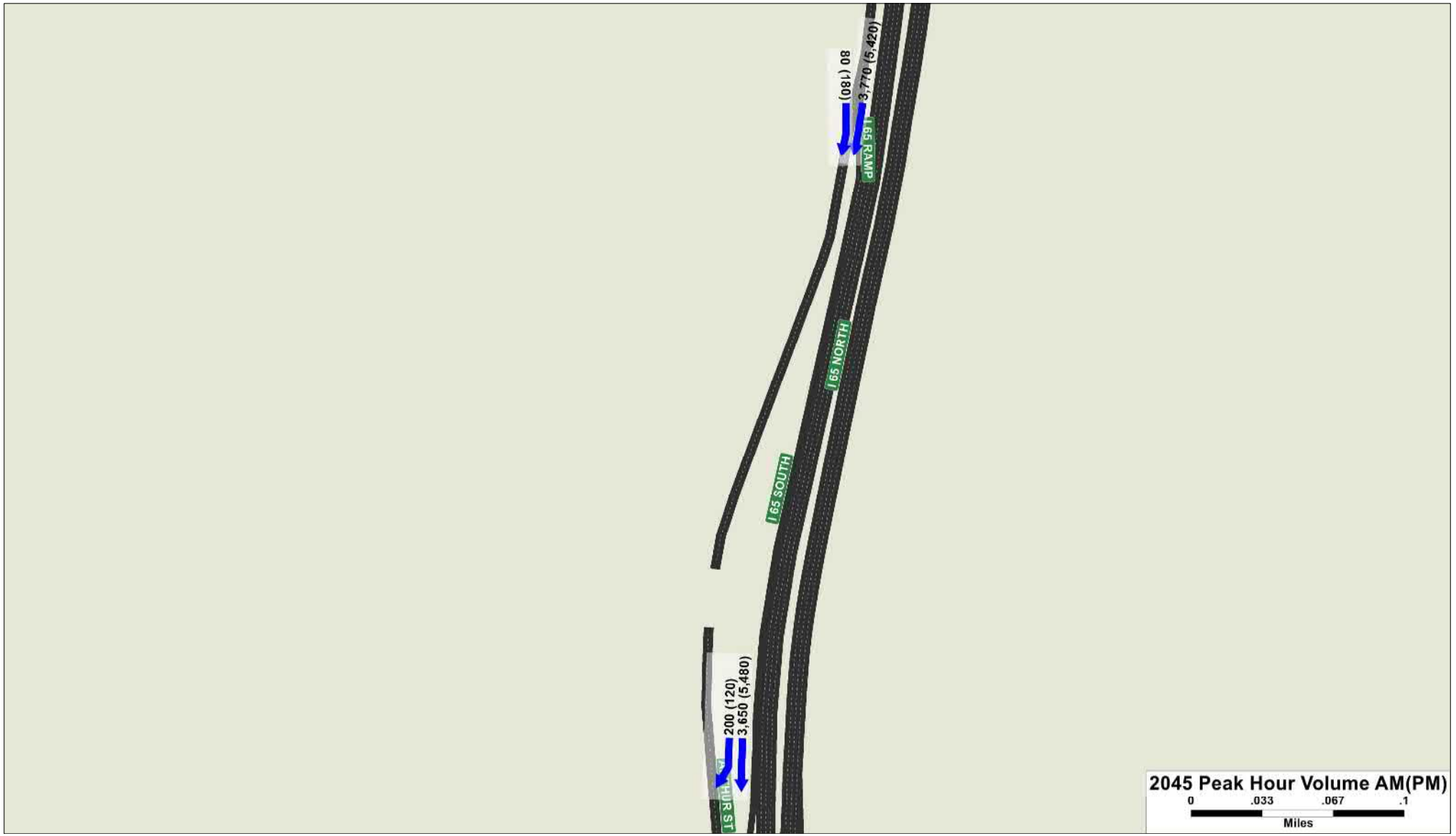

460 (530)
4,480 (3,770)
S FLOYD ST
E ST CATHERINE ST
I 65 NORTH
I 65 SOUTH
I65 RAMP
180 (90)
3,630 (4,200)
4,260 (3,770)
660 (620)
2030 Robust Scenario Volume
AM (PM)


E BROADWAY
2,790 (3,340)
930 (380)
I 65 SOUTH
3,840 (3,580)
I 65 NORTH
3,620 (3,720)
1,100 (680)
3,960 (4,200)
720 (450)
2030 Robust Scenario Volume
AM (PM)

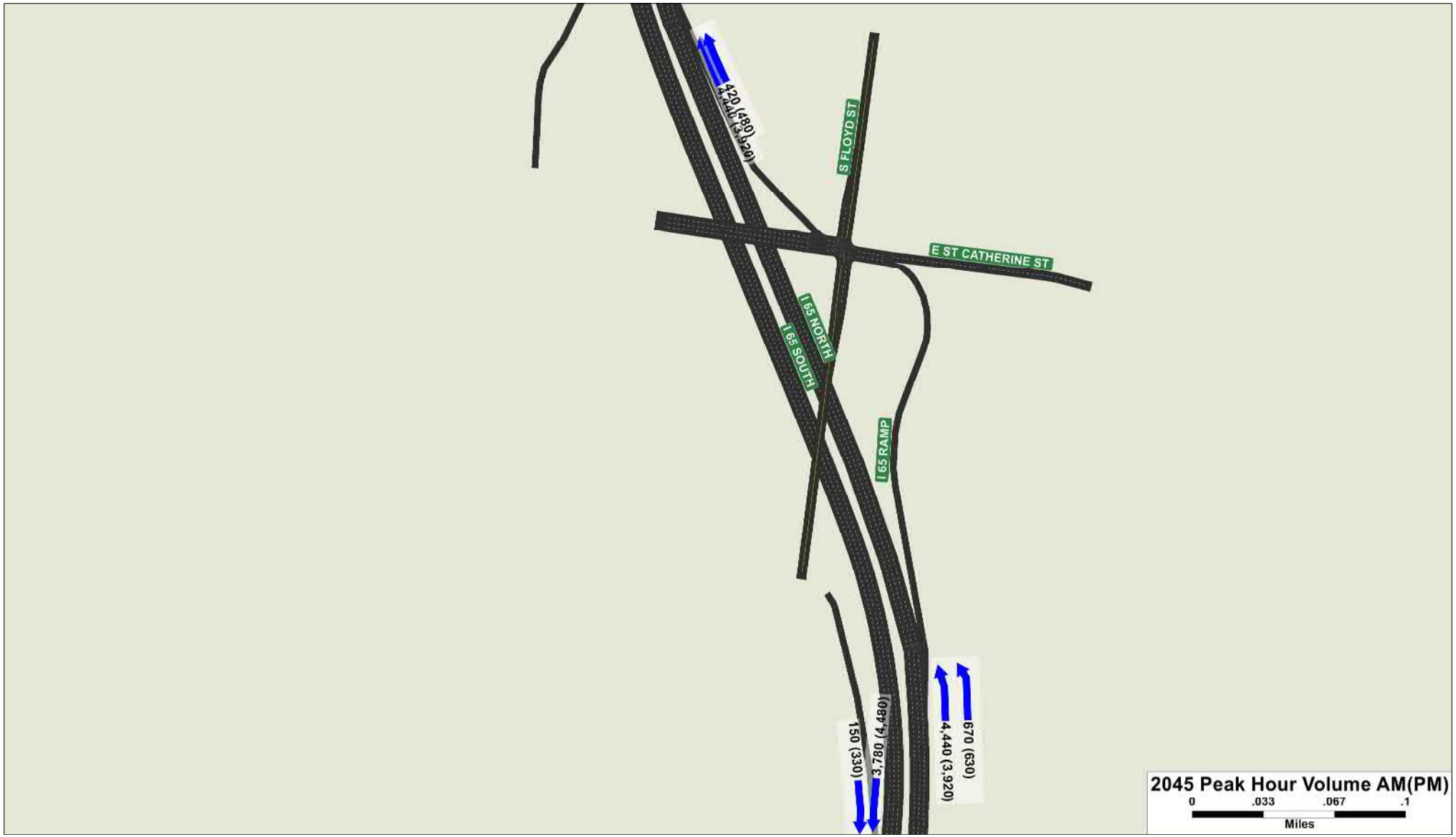

I 65 SOUTH
1,570 (1,180)
2,120 (2,120)
I 64 RAMP
1,730 (1,730)
290 (460)
I 65 NORTH
1,110 (700)
440 (1,610)
1,730 (1,730)
I 65 RAMP
2,170 (3,140)
620 (200)
710 (760)
3,230 (2,820)
145 (230)
145 (230)
E CHESTNUT ST
S BROOK ST
2030 Robust Scenario Volume
AM (PM)

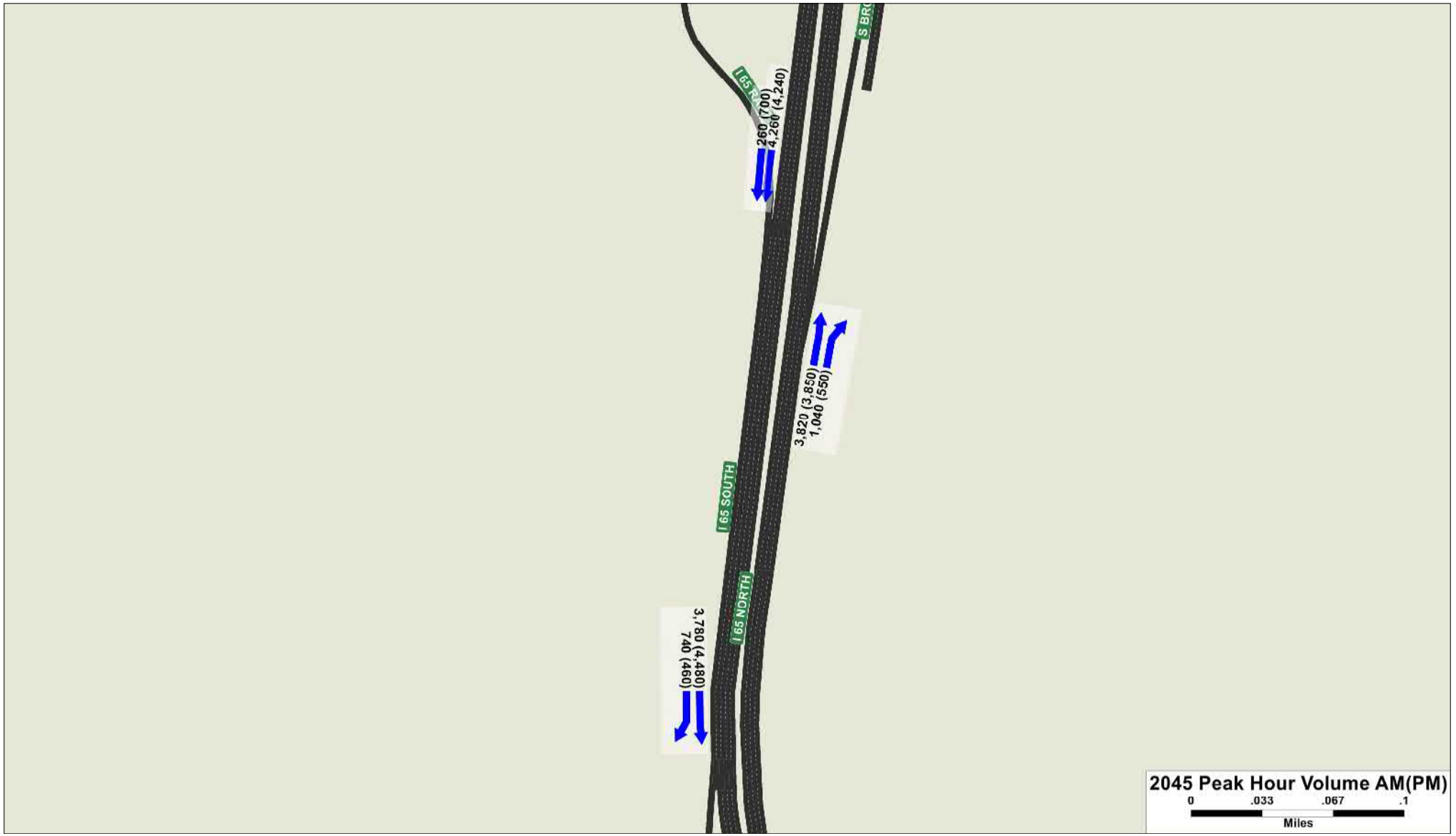

3,830 (6,010)
290 (600)
5,680 (4,470)
200 (200)
3,710 (6,240)
410 (370)
I 65 NORTH
I 65 SOUTH
I 65 RAMP
80 (300)
5,800 (4,370)
3,710 (6,240)
300 (480)
2045 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles

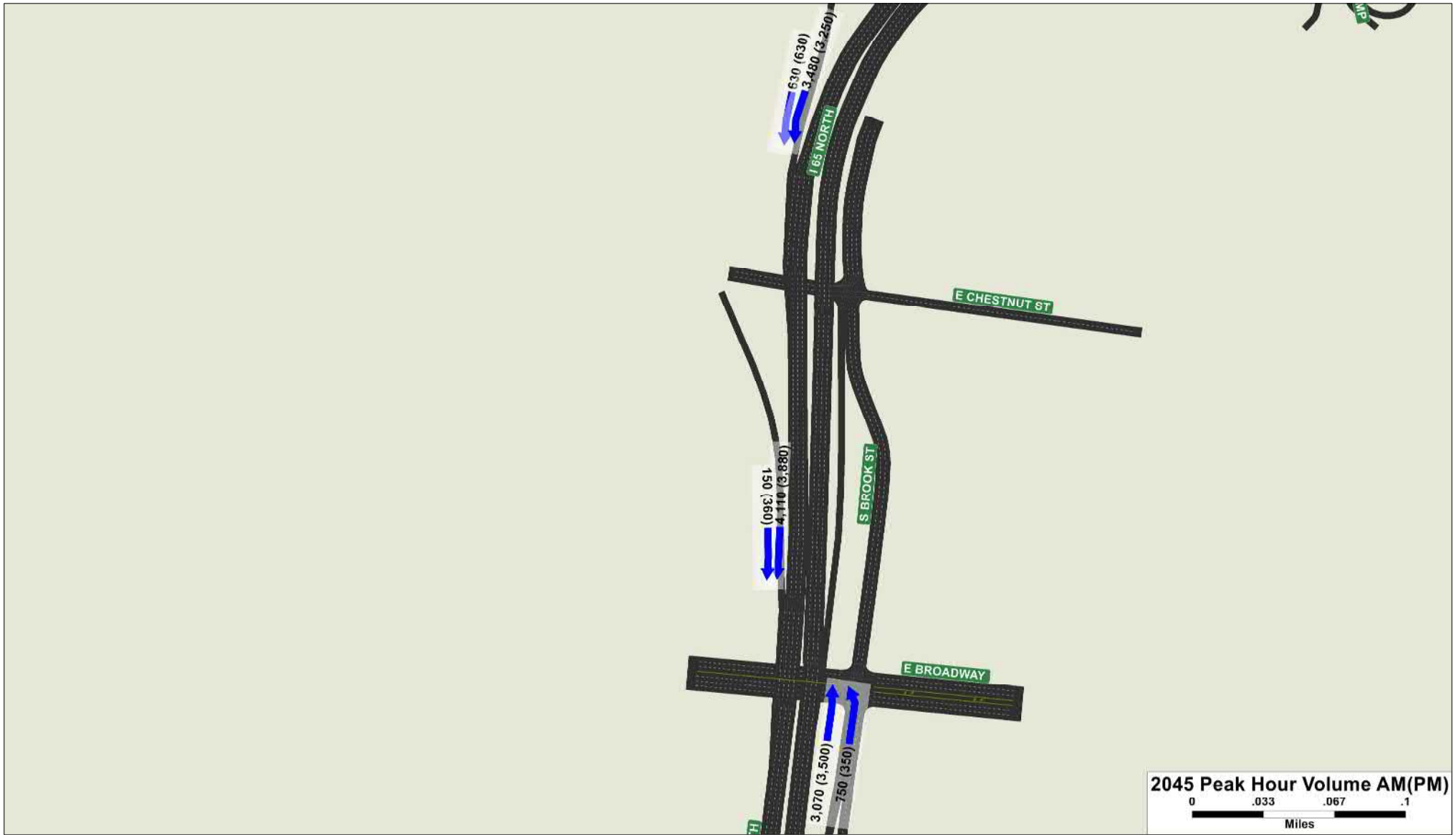

ARTHUR ST
I 65 SOUTH
WARNOCK ST
I 65 NORTH
I 65 RAMP
CRITTENDEN DR
5,270 (4,220)
220 (350)
180 (530)
3,650 (5,480)
5,270 (4,220)
410 (250)
2045 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles

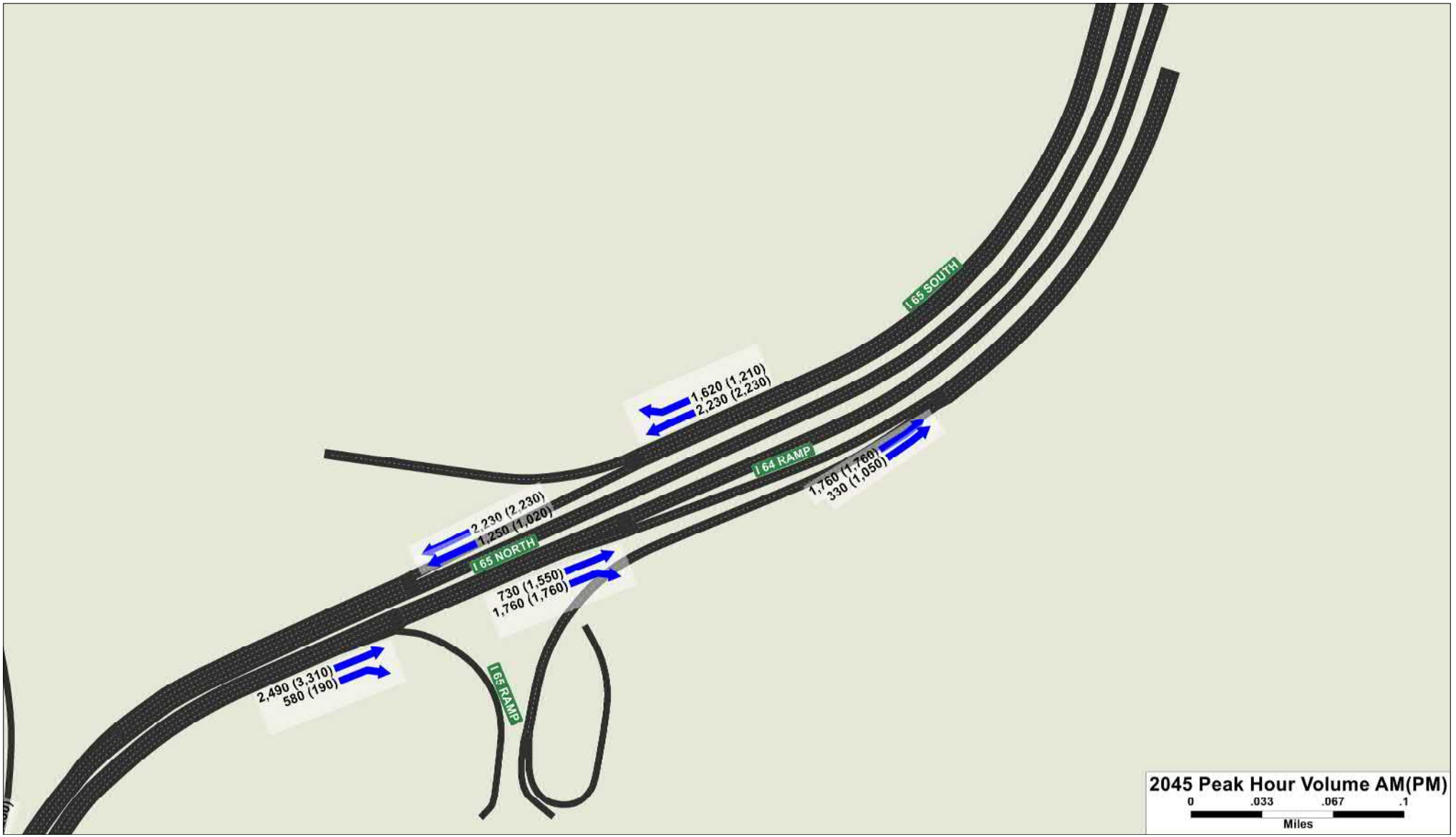

80 (180)
3,770 (5,420)
I-65 RAMP
I-65 NORTH
I-65 SOUTH
200 (120)
3,650 (5,480)
2045 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles

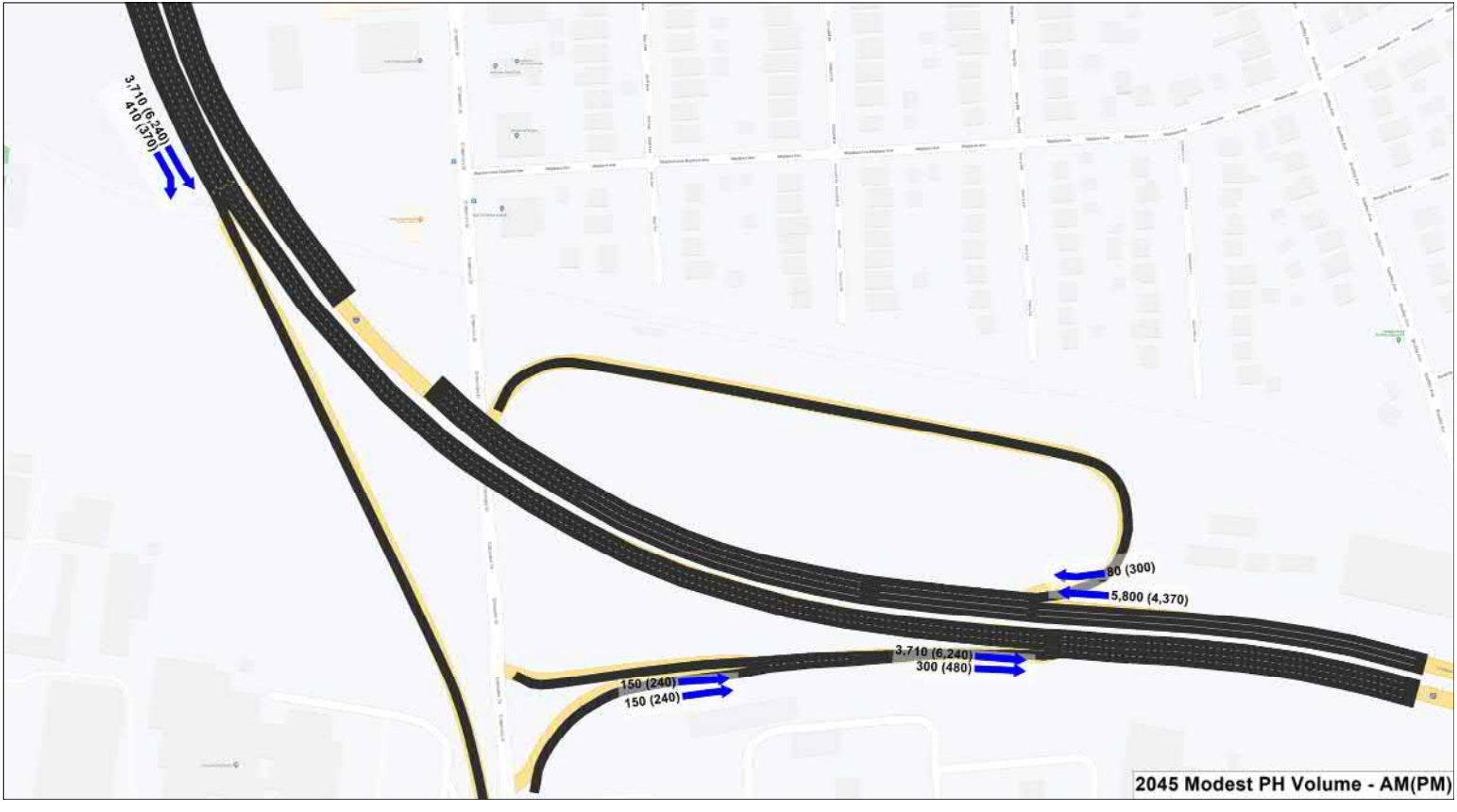
I 65 NORTH
430 (1,180)
3,930 (4,810)
5,220 (4,590)
740 (400)
110 (40)
5,110 (4,550)
I 65 RAMP
3,770 (5,420)
640 (570)
470 (420)
5,490 (4,570)
GAULBERT AVE
2045 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles


S FLOYD ST
E ST CATHERINE ST
I 65 NORTH
I 65 SOUTH
I 65 RAMP
420 (480)
4,440 (3,920)
150 (330)
3,780 (4,480)
4,440 (3,920)
670 (630)
2045 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles

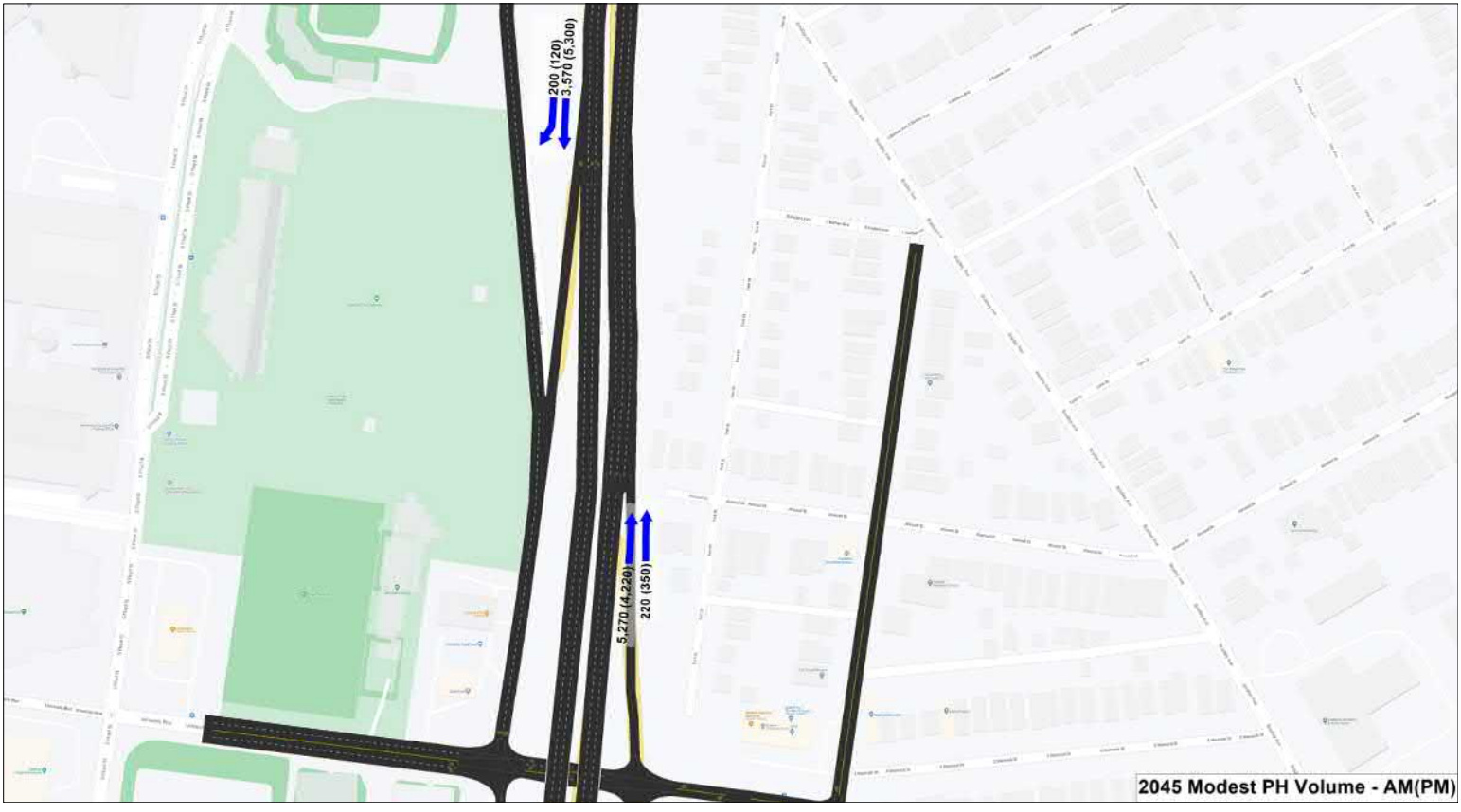

I 65 SOUTH
I 65 NORTH
260 (700)
4,260 (4,240)
3,829 (3,850)
1,040 (550)
3,780 (4,480)
740 (460)
2045 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles


630 (630)
3,480 (3,250)
I 65 NORTH
E CHESTNUT ST
150 (360)
4,110 (3,880)
S BROOK ST
E BROADWAY
3,070 (3,500)
750 (350)
2045 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles

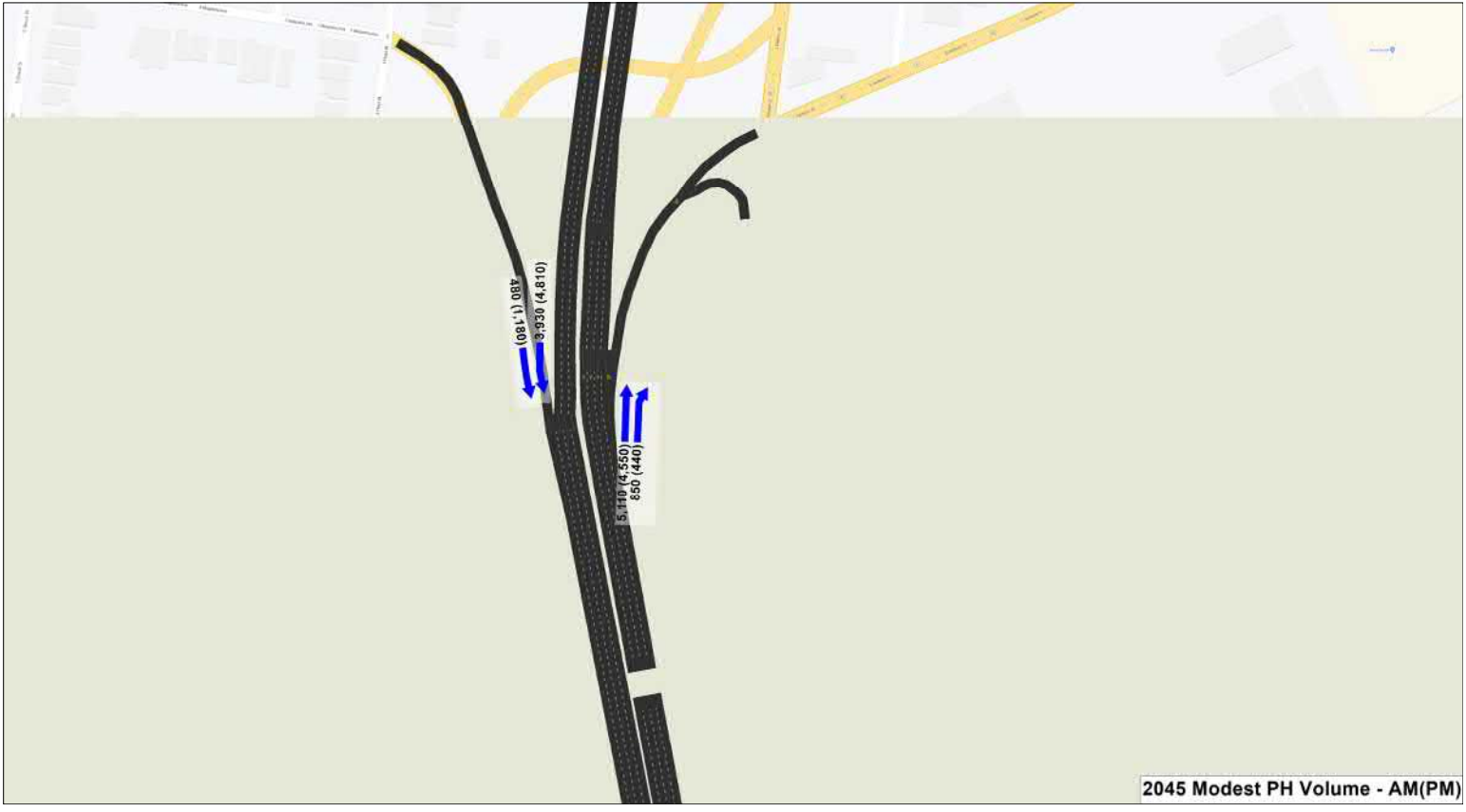

I 65 SOUTH
1,620 (1,210)
2,230 (2,230)
I 64 RAMP
1,760 (1,760)
330 (1,050)
2,230 (2,230)
1,250 (1,020)
I 65 NORTH
730 (1,550)
1,760 (1,760)
2,490 (3,310)
580 (190)
I 65 RAMP
2045 Peak Hour Volume AM(PM)
0
.033
.067
.1
Miles

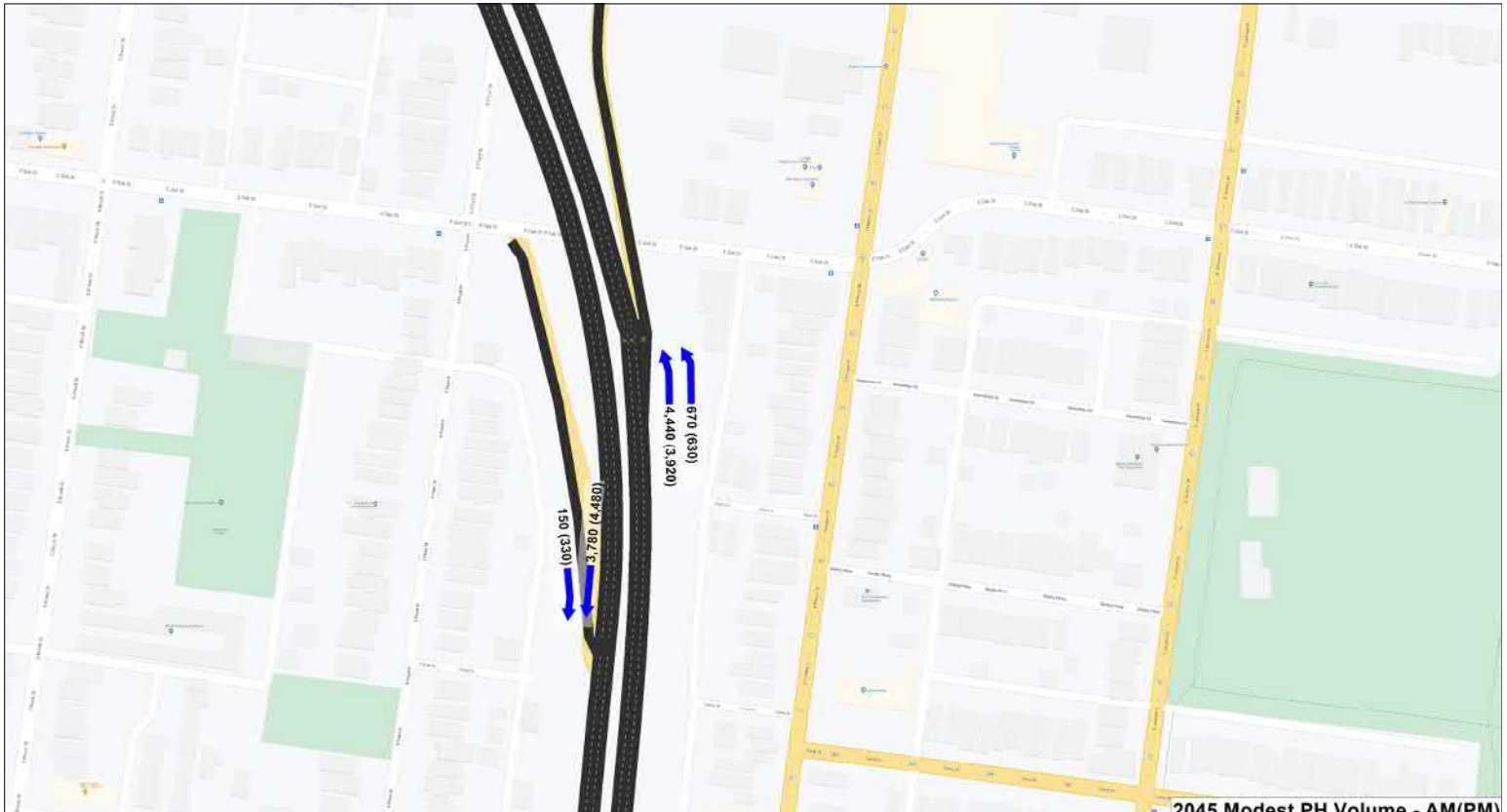

3,710 (6,240)
410 (370)
80 (300)
5,800 (4,370)
3,710 (6,240)
300 (480)
150 (240)
150 (240)
2045 Modest PH Volume - AM(PM)

260 (710)
3,570 (5,300)
5,270 (4,220)
410 (250)
3,830 (6,010)
250 (60)
5,680 (4,470)
200 (200)
2045 Modest PH Volume - AM(PM)

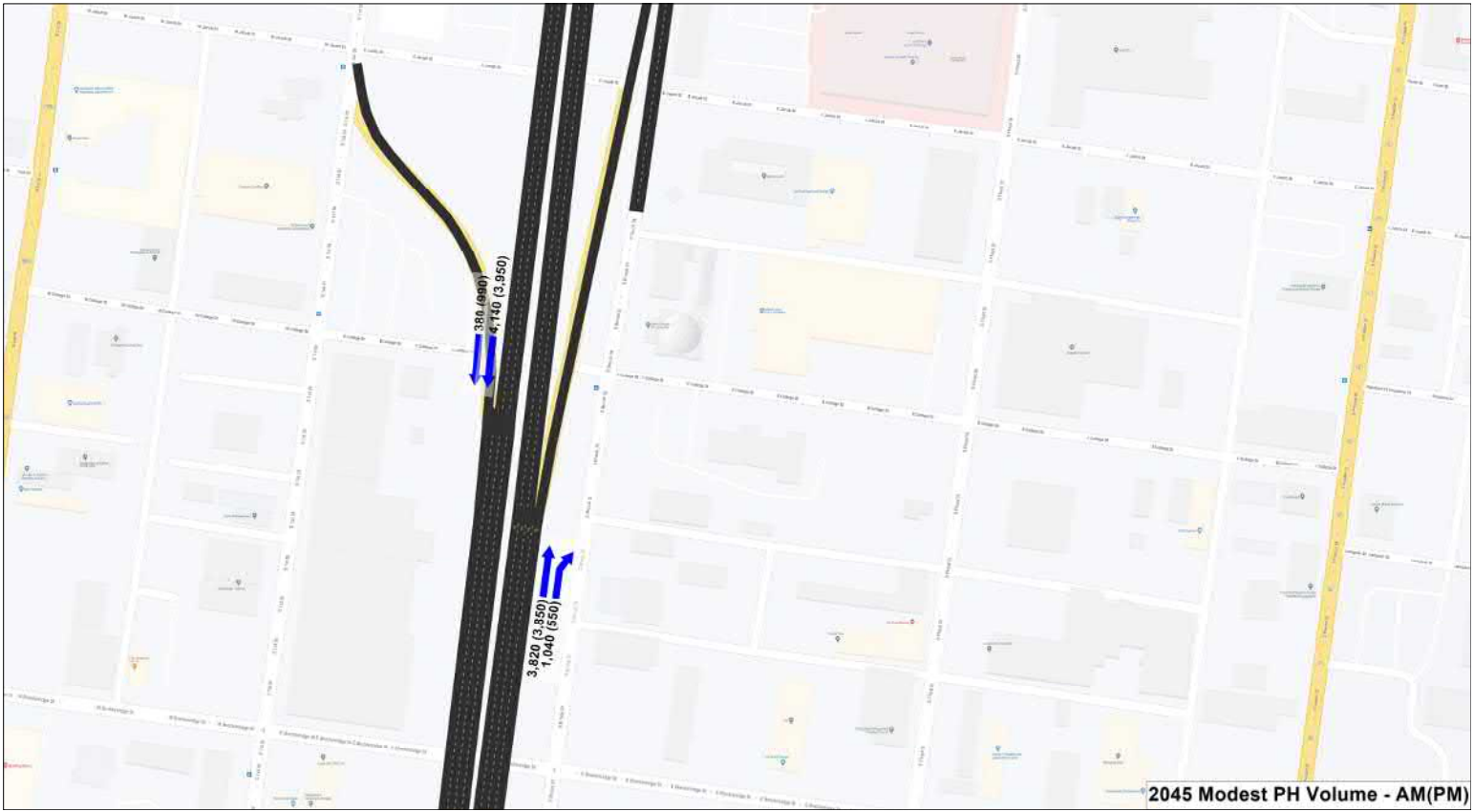

200 (120)
3,570 (5,300)
5,270 (4,220)
220 (350)
2045 Modest PH Volume - AM(PM)

470 (420)
5,490 (4,570)
640 (570)
3,770 (5,420)
2045 Modest PH Volume - AM(PM)


480 (1,180)
3,930 (4,810)
5,110 (4,550)
650 (440)
2045 Modest PH Volume - AM(PM)

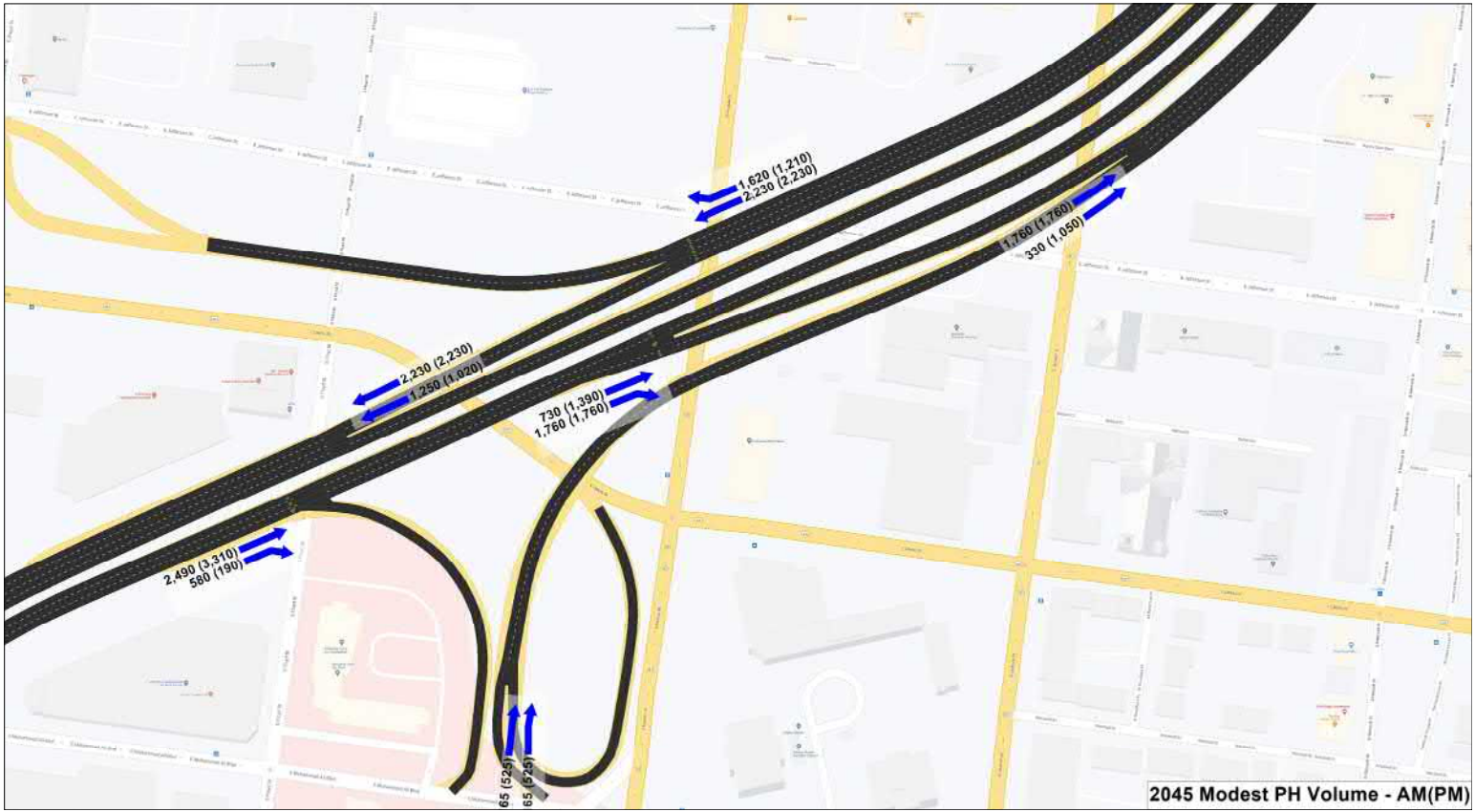

670 (630)
4,440 (3,920)
150 (330)
3,780 (4,480)
2045 Modest PH Volume - AM(PM)

3,780 (4,480)
740 (460)
420 (480)
4,440 (3,920)
2045 Modest PH Volume - AM(PM)


380 (690)
4,140 (3,950)
3,820 (3,850)
1,040 (550)
2045 Modest PH Volume - AM(PM)

3,070 (3,500)
750 (350)
2045 Modest PH Volume - AM(PM)

2,230 (2,230)
1,250 (1,020)
730 (1,390)
1,760 (1,760)
2,490 (3,310)
580 (190)
165 (525)
165 (525)
660 (700)
3,480 (3,250)
2045 Modest PH Volume - AM(PM)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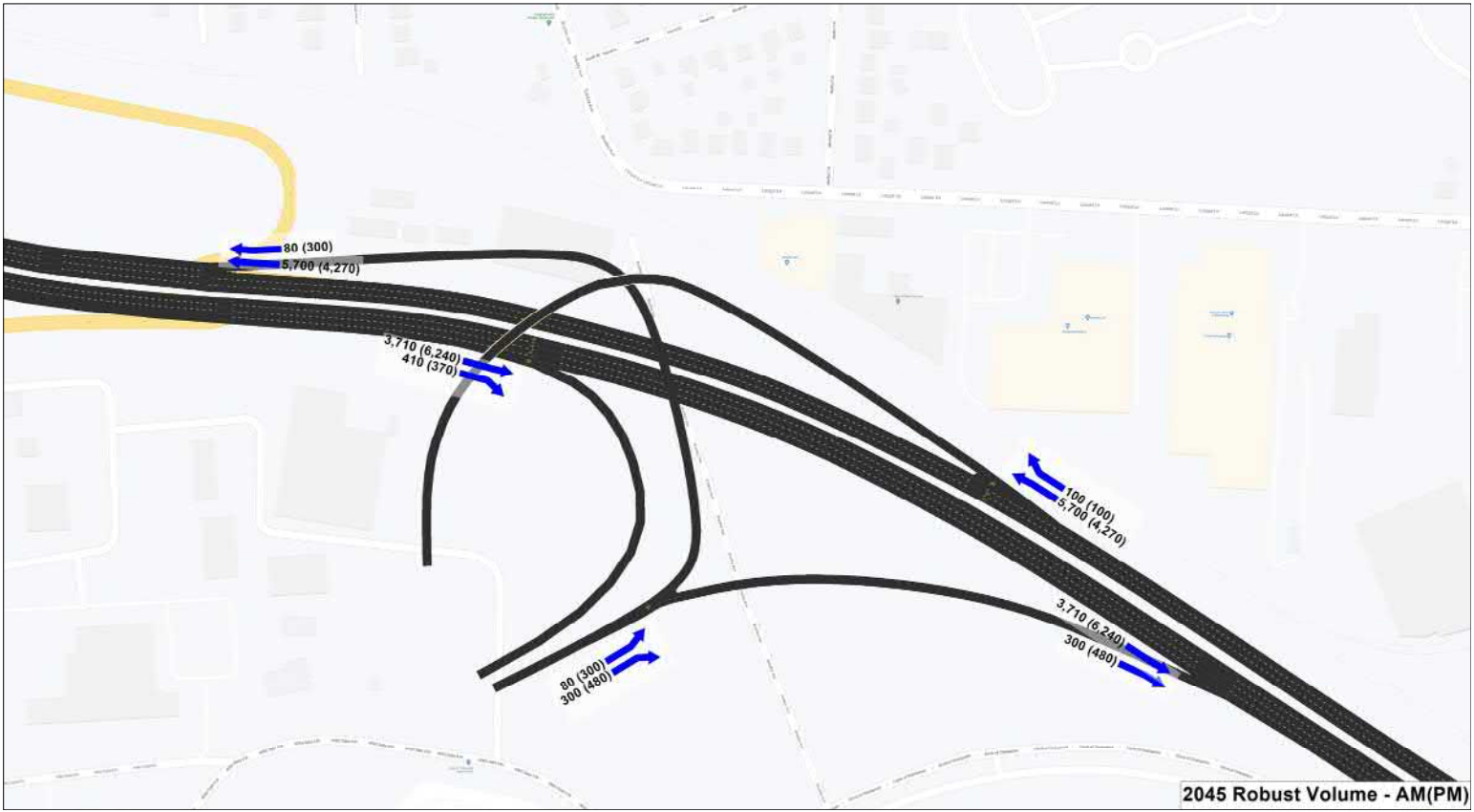
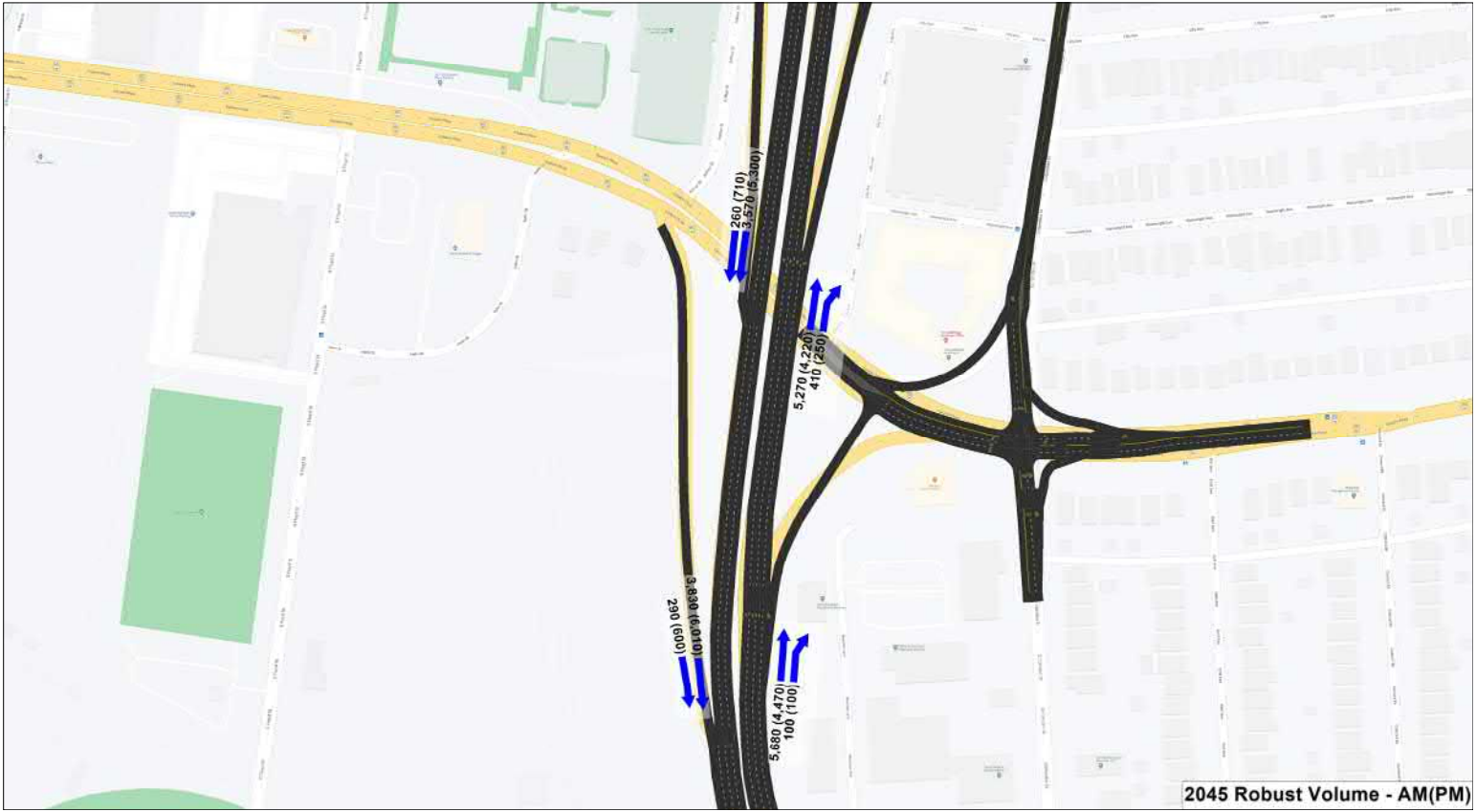
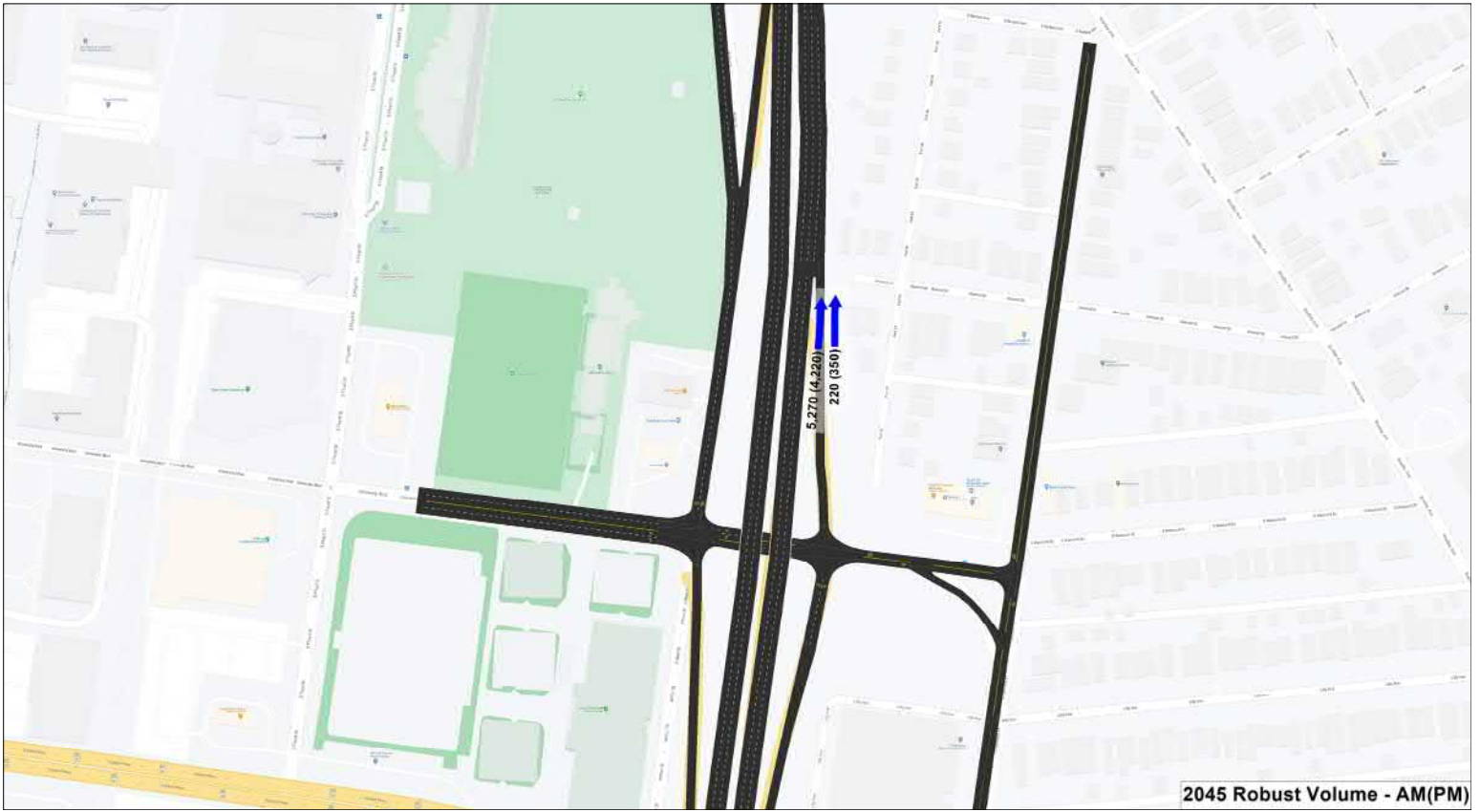
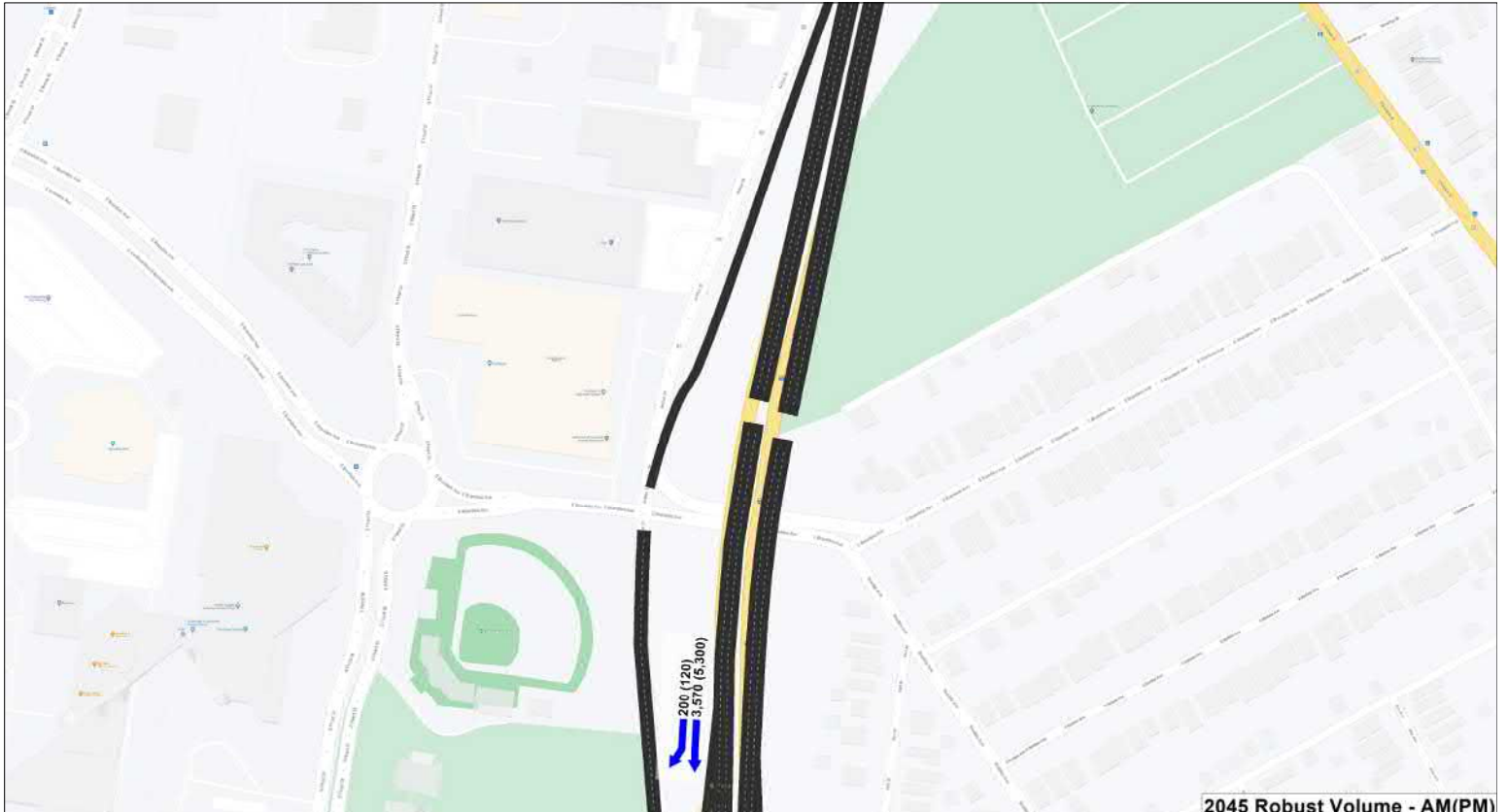
2,230 (2,230)
1,760 (1,760)
330 (1,050)
2,230 (2,230)
1,250 (1,020)
730 (1,390)
1,760 (1,760)
2,490 (3,310)
580 (190)
65 (525)
65 (525)
2045 Modest PH Volume - AM(PM)

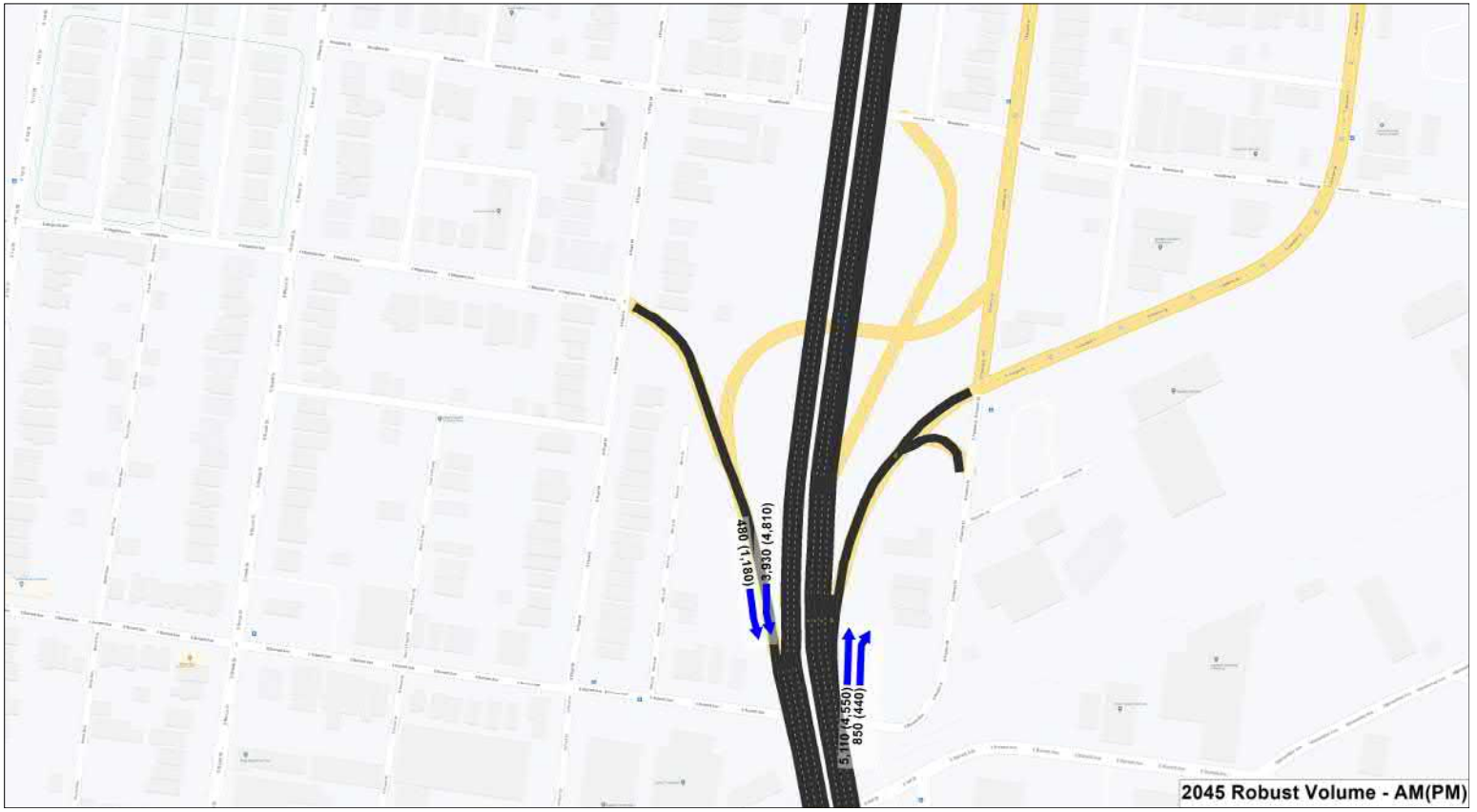

80 (300)
5,700 (4,270)
3,710 (6,240)
410 (370)
100 (100)
5,700 (4,270)
3,710 (6,240)
300 (480)
80 (300)
300 (480)
2045 Robust Volume - AM(PM)

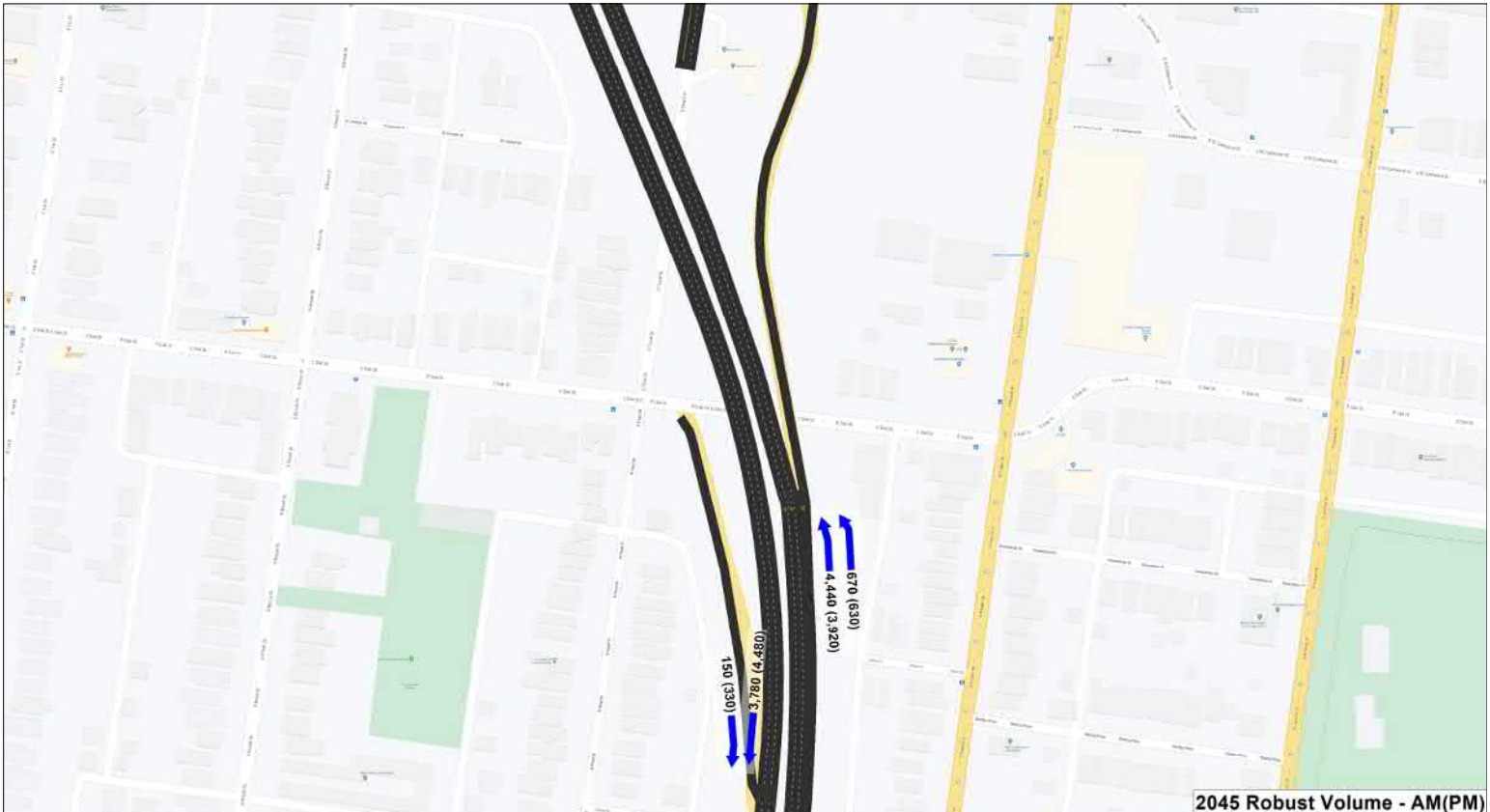

260 (710)
3,570 (5,300)
5,270 (4,220)
410 (250)
3,830 (6,010)
290 (600)
5,680 (4,470)
100 (100)
2045 Robust Volume - AM(PM)


5,270 (4,220)
220 (350)
2045 Robust Volume - AM(PM)

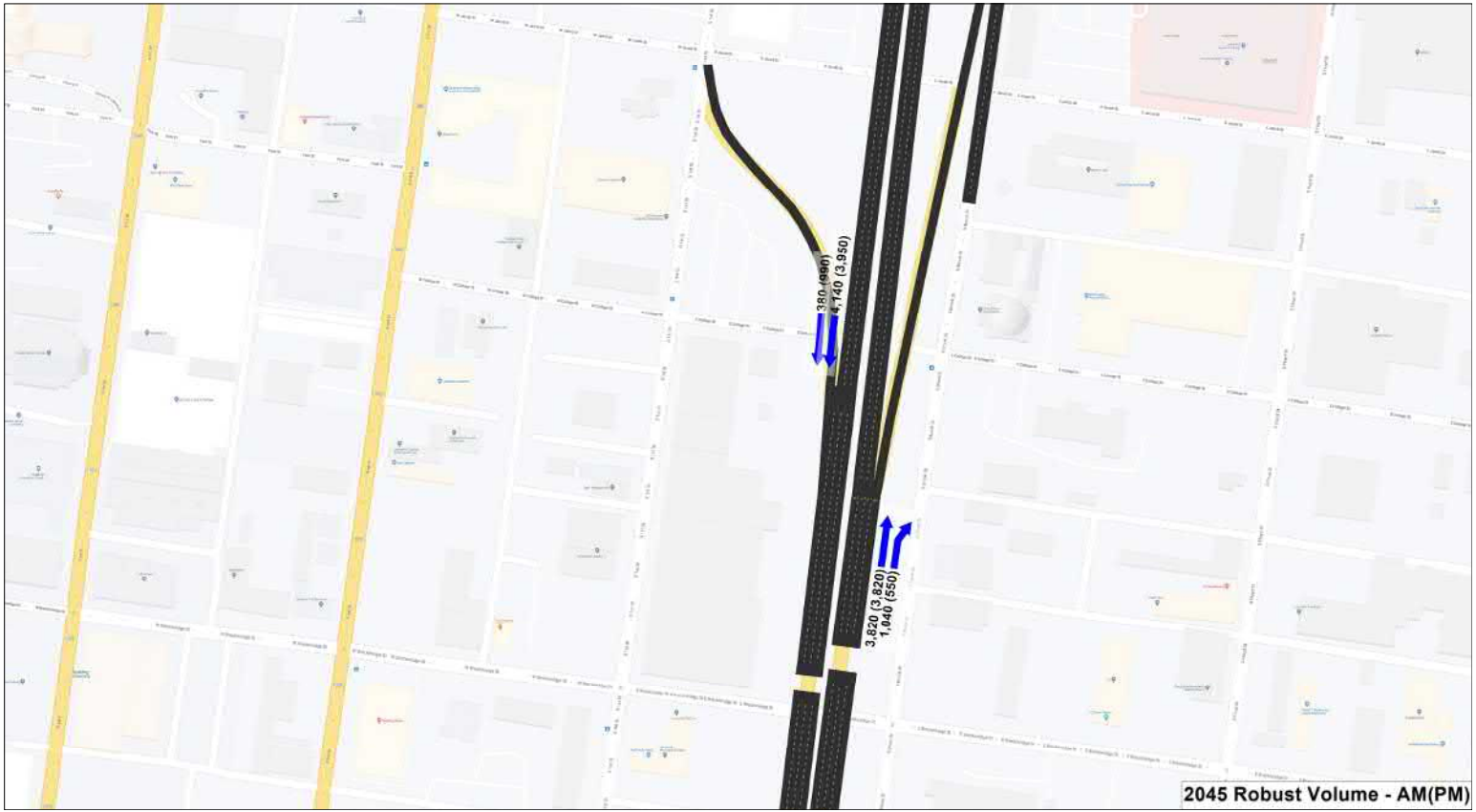

200 (120)
3,570 (5,300)
2045 Robust Volume - AM(PM)

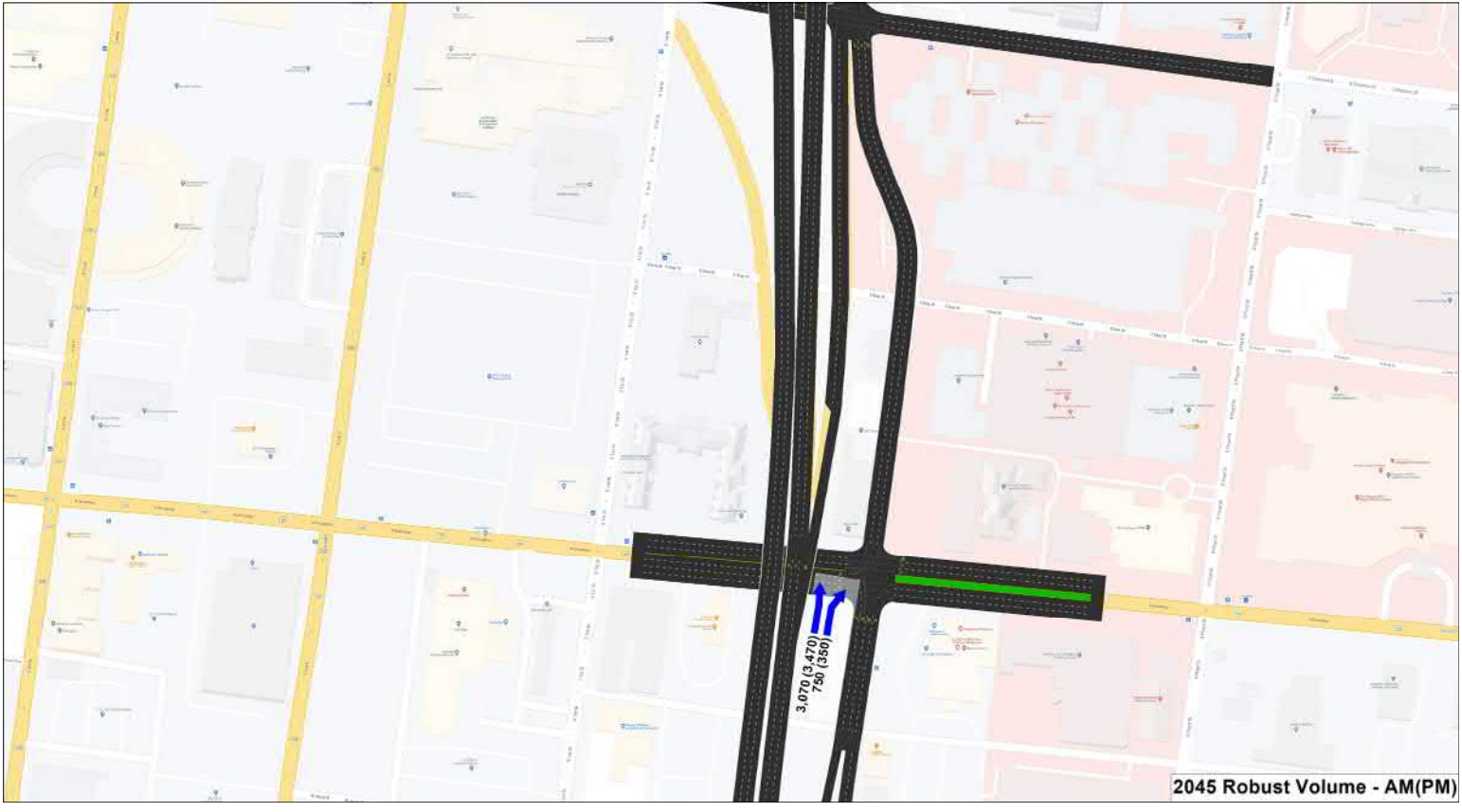
5,490 (4,570)
470 (420)
640 (570)
3,770 (3,420)
2045 Robust Volume - AM(PM)

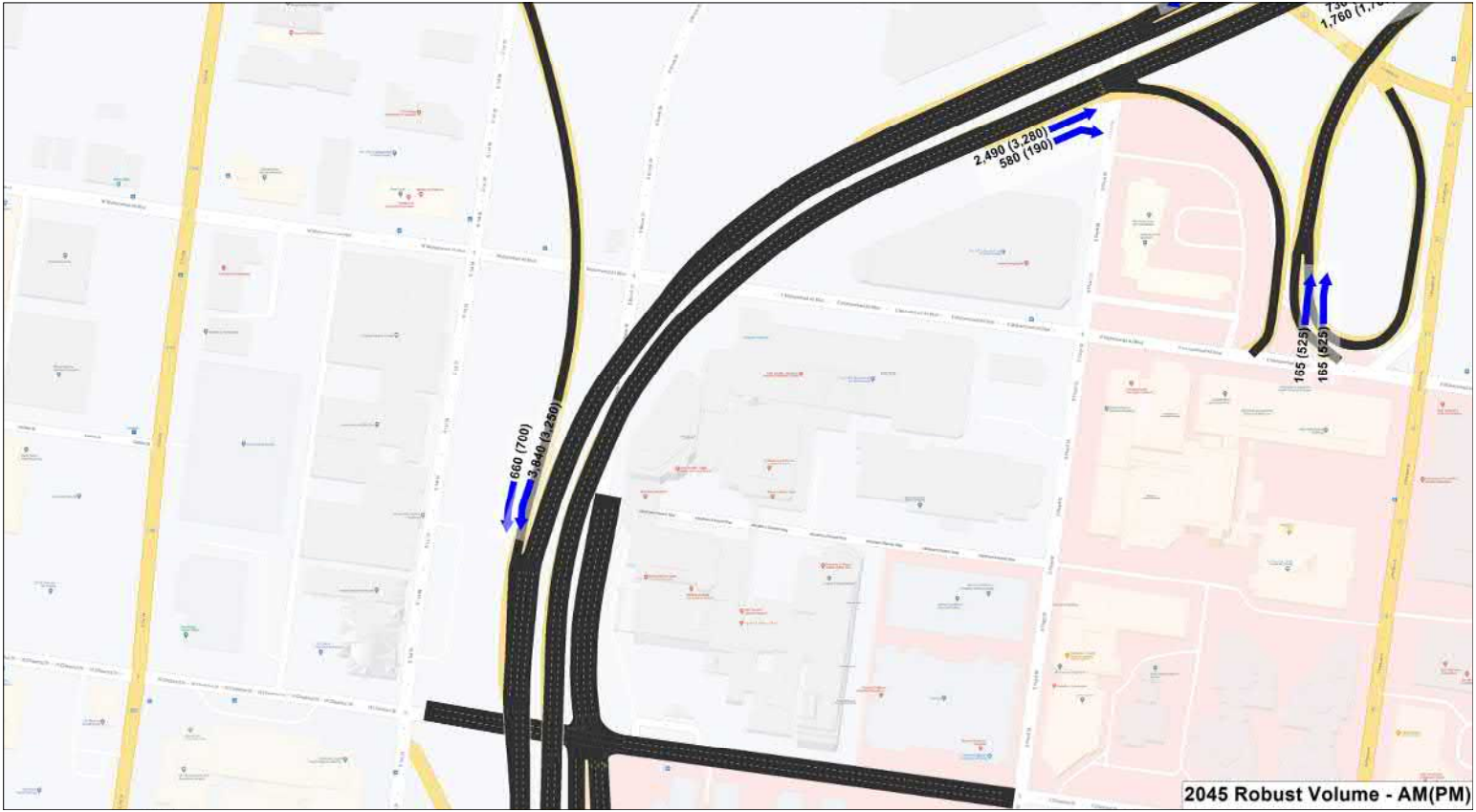

1,180 (1,180)
3,930 (4,810)
5,110 (4,550)
850 (440)
2045 Robust Volume - AM(PM)

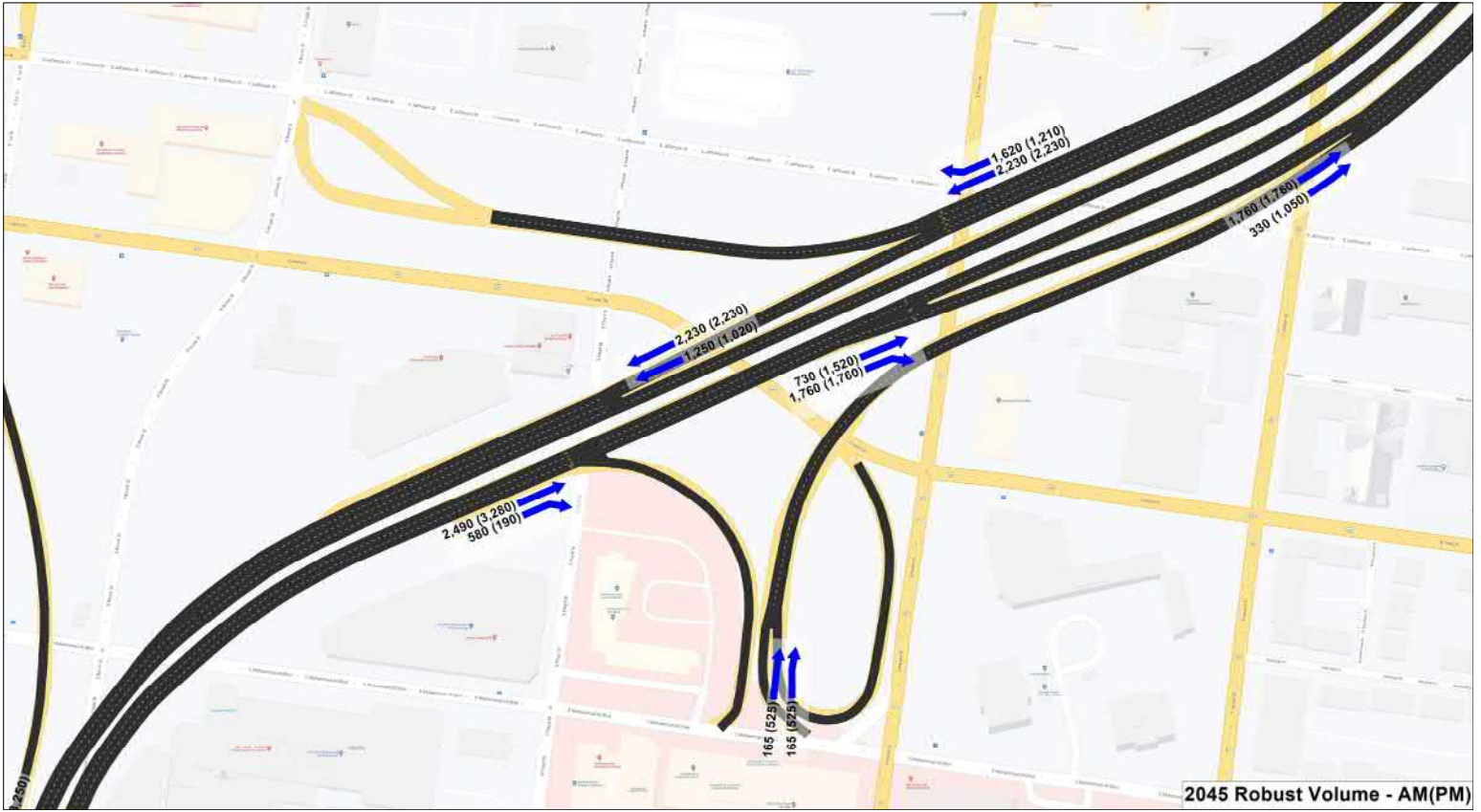

670 (630)
4,440 (3,920)
150 (330)
3,780 (4,480)
2045 Robust Volume - AM(PM)

3,780 (4,480)
740 (460)
420 (480)
4,440 (3,920)
2045 Robust Volume - AM(PM)


380 (990)
4,140 (3,950)
3,820 (3,820)
1,040 (350)
2045 Robust Volume - AM(PM)


3,070 (3,470)
750 (350)
2045 Robust Volume - AM(PM)


2,490 (3,280)
580 (190)
165 (525)
165 (525)
660 (700)
3,840 (3,250)
2045 Robust Volume - AM(PM)


1,620 (1,210)
2,230 (2,230)
1,760 (1,760)
330 (1,050)
2,230 (2,230)
1,250 (1,020)
730 (1,520)
1,760 (1,760)
2,490 (3,260)
580 (190)
165 (525)
165 (525)
2045 Robust Volume - AM(PM)