Port-2-Point

Traffic Analysis Report

June 2017

Prepared for

Baltimore Metropolitan Council

Prepared by

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Executive Summary

Project Impetus

The Tradepoint Atlantic site is located on the Sparrows Point peninsula southeast of Baltimore City, with regional vehicular access to the Seagirt Marine Terminal (SMT) of the Port of Baltimore via I-695 and Broening Highway and designated truck routes through the local community via Peninsula Expressway and Holabird Avenue. The planned development of the Tradepoint Atlantic site at Sparrows Point is projected to result in an increase in container freight traffic between Sparrows Point and SMT (referred to as Port-2-Point traffic). The Freight Movement Task Force Committee of the Baltimore Regional Transportation Board has identified the need for a traffic study to assess the impacts of the projected freight traffic increase. Several communities in the area are particularly concerned about increased freight traffic in the area. The purpose of this memo is to provide an initial traffic operations evaluation of area roadways to determine if there is adequate capacity for efficient truck movement to support the growth in container and induced traffic on the current truck routes.

Project Scope

Analysis for this study included corridors along existing truck routes between SMT and Sparrows Point include I-695, Broening Highway, Peninsula Expressway (MD 157), Merritt Boulevard, Holabird Avenue, and Delvale Avenue.

Capacity analyses were conducted at five surface street intersections along two possible freight routes between the Tradepoint Atlantic site and SMT. Route 1 included only surface street corridors and Route 2 utilized I-695, the Key Bridge toll plaza turnaround and the partial interchange at Broening Highway. As identified on Figure 1, the five intersections analyzed are:

1. Broening Highway at Holabird Avenue
2. Holabird Avenue at Delvale Avenue
3. Merritt Boulevard at Holabird Avenue
4. Merritt Boulevard at Peninsula Expressway
5. Broening Highway at Maryland Avenue

Additionally, HCM 2010 highway methodology was used to evaluate the I-695 freeway section between Broening Highway and Peninsula Expressway, as well as the ramps to I-695 from Broening Highway. These analysis included 2025 future conditions as based on BMC regional modeling, with three routing scenarios for the projected Port-2- Point container truck moves.

Findings

Under existing and background conditions, all roadways and ramps are operating within acceptable LOS thresholds. When all Port-2-Point trucks are assigned to Route 1 on the surface roadways the intersection of Holabird Avenue at Delvale Avenue is projected to operate at unacceptable LOS E during the PM peak hour. Additionally, capacity threshold estimates show that Holabird Avenue west of Delvale Avenue is nearing LOS E during the PM truck peak hour. In addition to capacity concerns with all Port-2-Point truck traffic routed along Route 1, observations of existing conditions indicate that Route 1 passes through residential areas, with school crossings and crossing guards present along Delvale Avenue. When all Port-2-Point trucks are assigned to Route 2 or split evenly between the two available routes, all roadways and ramps are projected to operate within acceptable LOS thresholds.

1. Introduction

The Tradepoint Atlantic site is located on the Sparrows Point peninsula southeast of Baltimore City, with regional vehicular access to the Seagirt Marine Terminal (SMT) of the Port of Baltimore via I-695 and Broening Highway and designated truck routes through the local community via Peninsula Expressway and Holabird Avenue. The planned development of the Tradepoint Atlantic site at Sparrows Point is projected to result in an increase in container freight traffic between Sparrows Point and SMT (referred to as Port-2-Point traffic). The Freight Movement Task Force Committee of the Baltimore Regional Transportation Board has identified the need for a traffic study to assess the impacts of the projected freight traffic increase. Several communities in the area are particularly concerned about increased freight traffic in the area. The purpose of this memo is to provide an initial traffic operations evaluation of area roadways to determine if there is adequate capacity for efficient truck movement to support the growth in container and induced traffic on the current truck routes.

Corridors along existing truck routes between SMT and Sparrows Point include I-695, Broening Highway, Peninsula Expressway (MD 157), Merritt Boulevard, Holabird Avenue, and Delvale Avenue as shown in **Figure 1**. Of particular note along the truck routes is the partial I-695 interchange at Broening Highway. Due to the partial interchange trucks travelling between SMT and Sparrows Point must travel through the toll plaza for the Francis Scott Key Bridge and proceed through a turnaround in order to access Broening Highway (coming from Sparrows Point) or I-695 northbound (coming from SMT), as shown in Figure 1 along Route 2.

Capacity analyses were conducted at five surface street intersections along the two possible freight routes between the Tradepoint Atlantic site and SMT. As identified on Figure 1, the five intersections analyzed are:

6. Broening Highway at Holabird Avenue
7. Holabird Avenue at Delvale Avenue
8. Merritt Boulevard at Holabird Avenue
9. Merritt Boulevard at Peninsula Expressway
10. Broening Highway at Maryland Avenue

Additionally, HCM 2010 highway methodology was used to evaluate the I-695 freeway section between Broening Highway and Peninsula Expressway, as well as the ramps to I-695 from Broening Highway.

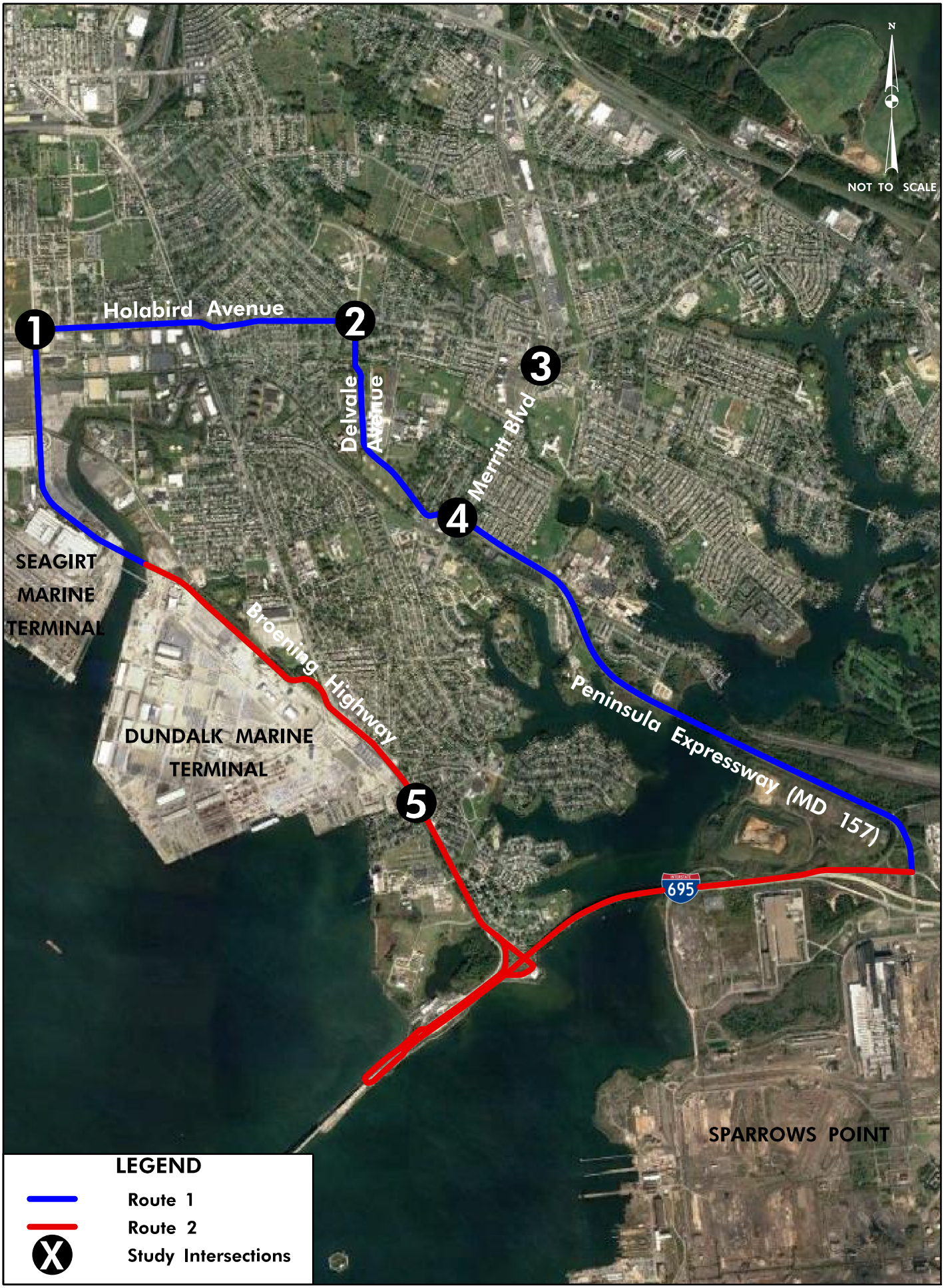


Figure 1: Potential Truck Routes Between Sparrows Point and the Port of Baltimore

2. Existing Conditions

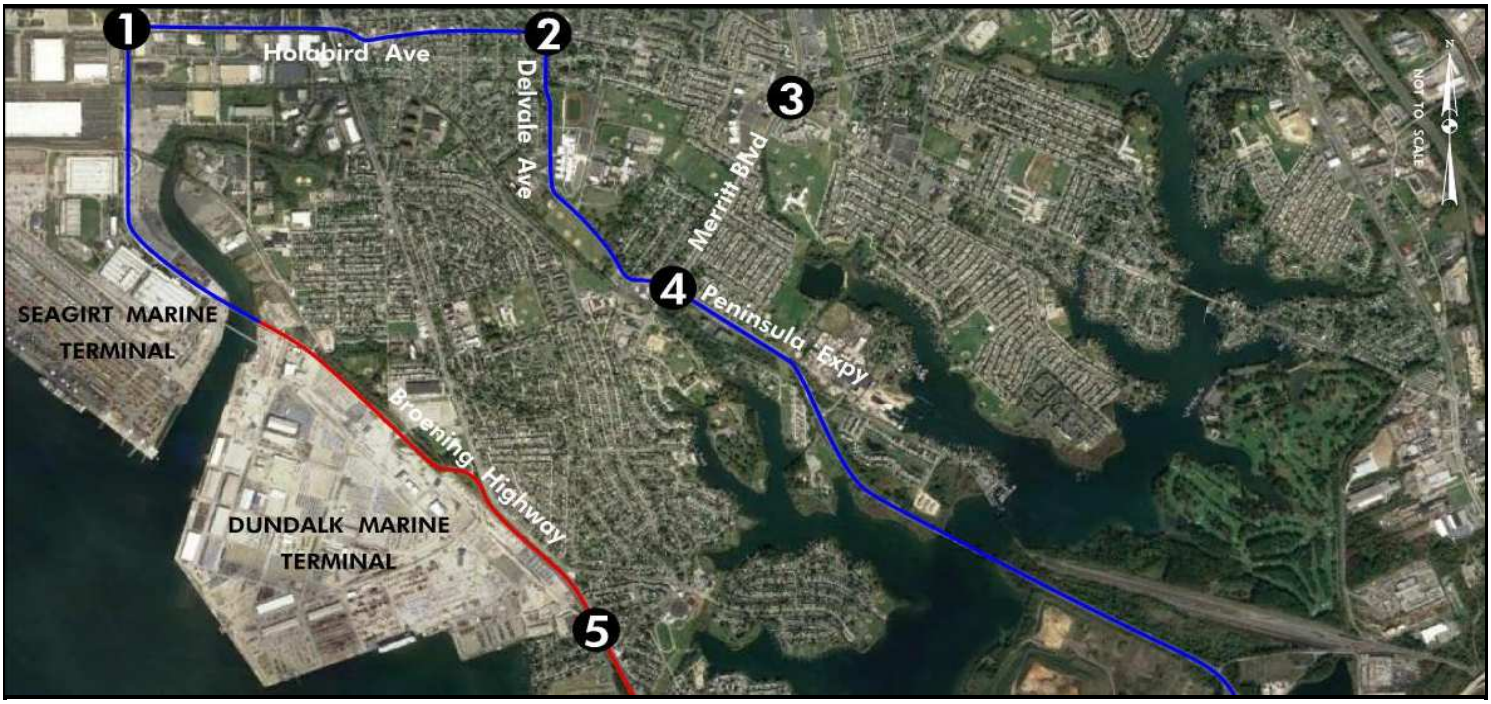
Turning movement counts for three of the intersections were conducted in 2016 during the AM, midday, and PM truck peak periods and were provided by the Baltimore Metropolitan Council (BMC) for use in this study. This count data included vehicle classification counts to determine the prevalence of both Port and Non-Port truck traffic at the study intersections. At the intersections of Merritt Boulevard at Holabird Avenue and Broening Highway at Maryland Avenue count data from the Maryland State Highway Administration's (SHA) ITMS database was obtained, as no recent turning movement count data from BMC was available.

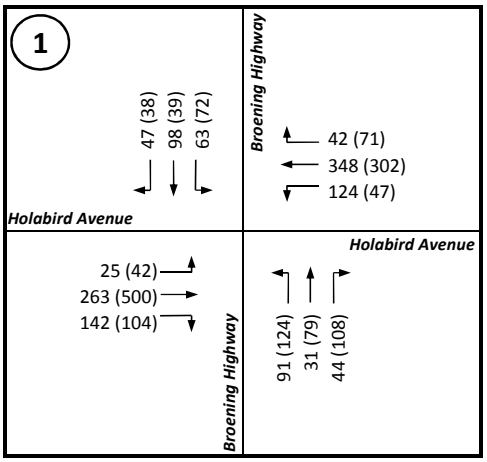
The turning movement counts provided by BMC were evaluated to determine vehicular and truck peak hours. The AM vehicular peak hours at the three study intersections began between 6:45 AM and 7:30 AM, while the truck peak at all three intersections began at 8:15 AM. During the PM peak period, the vehicular peak hour began at 5:00 PM at all three intersections, which was also the last hour that data was collected, while the truck peak hour occurred at 3:00 PM. **Figure 2** shows the existing total traffic volumes at the study area intersections during the AM and PM truck peak hours (8:15-9:15 AM and 3:00-4:00 PM). Lane use for each of the study intersection is shown in **Figure 3**.

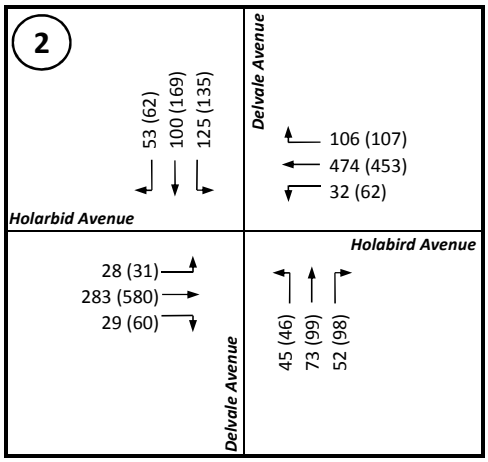
48-hour classification counts were also provided by BMC for Broening Highway, Holabird Avenue, and Peninsula Expressway. Freeway classification counts were also obtained from the SHA ITMS database for the section of I-695 between Broening Highway and MD 157, as well as the Broening Highway and MD 157 on and off ramps.

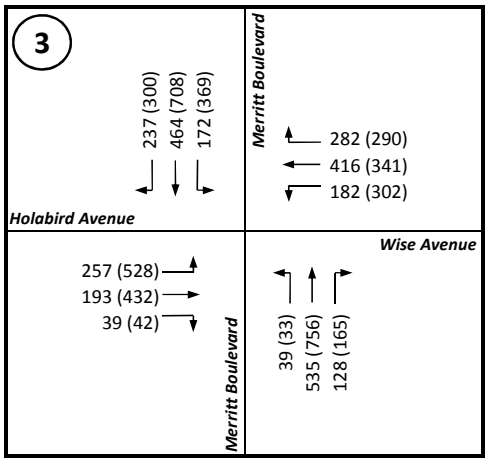
Observations were conducted during the AM and PM truck peak periods on Broening Highway, Peninsula Expressway, Merritt Boulevard, Holabird Avenue, and Delvale Avenue to evaluate truck movements and review the existing roadway characteristics throughout the study area. Truck peak periods were determined based on turning movement count data provided by BMC and June 2016 SMT drayage counts. As noted above, the truck peak hours based on turning movement counts are 8:15-9:15 AM and 3:00-4:00 PM at the study intersections. The November 2016 SMT hourly transactions report indicates that the truck peak hours at the port gate are 10:00-11:00 AM and 2:00-3:00 PM. It should be noted that the turning movement counts include all heavy vehicles while the drayage report only includes trucks to and from the terminal.

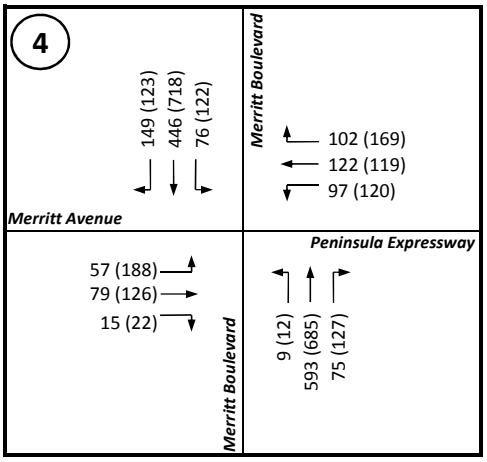
AM truck peak period observations were conducted on Wednesday, September 7, 2016 and indicate that the majority of trucks entering the Seagirt Marine Terminal originate from Keith Avenue, with few Port trucks traversing the other study roadways. PM truck peak period observations were conducted on Thursday, September 8, 2016. Trucks exiting the Port were observed travelling to both Keith Avenue and Holabird Avenue, though trucks traversing Holabird Avenue were primarily observed turning left to go north on Dundalk Avenue instead of continuing along Holabird Avenue or traversing the other study roadways such as Delvale Avenue, Peninsula Expressway, or Merritt Boulevard. In addition to truck behavior throughout the study area, it was noted that crossing guards were present at the intersection of Holabird Avenue at Delvale Avenue during the PM truck peak hour in addition to a number of school aged children.

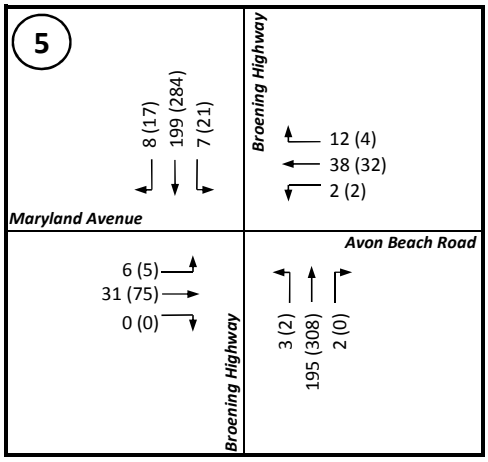












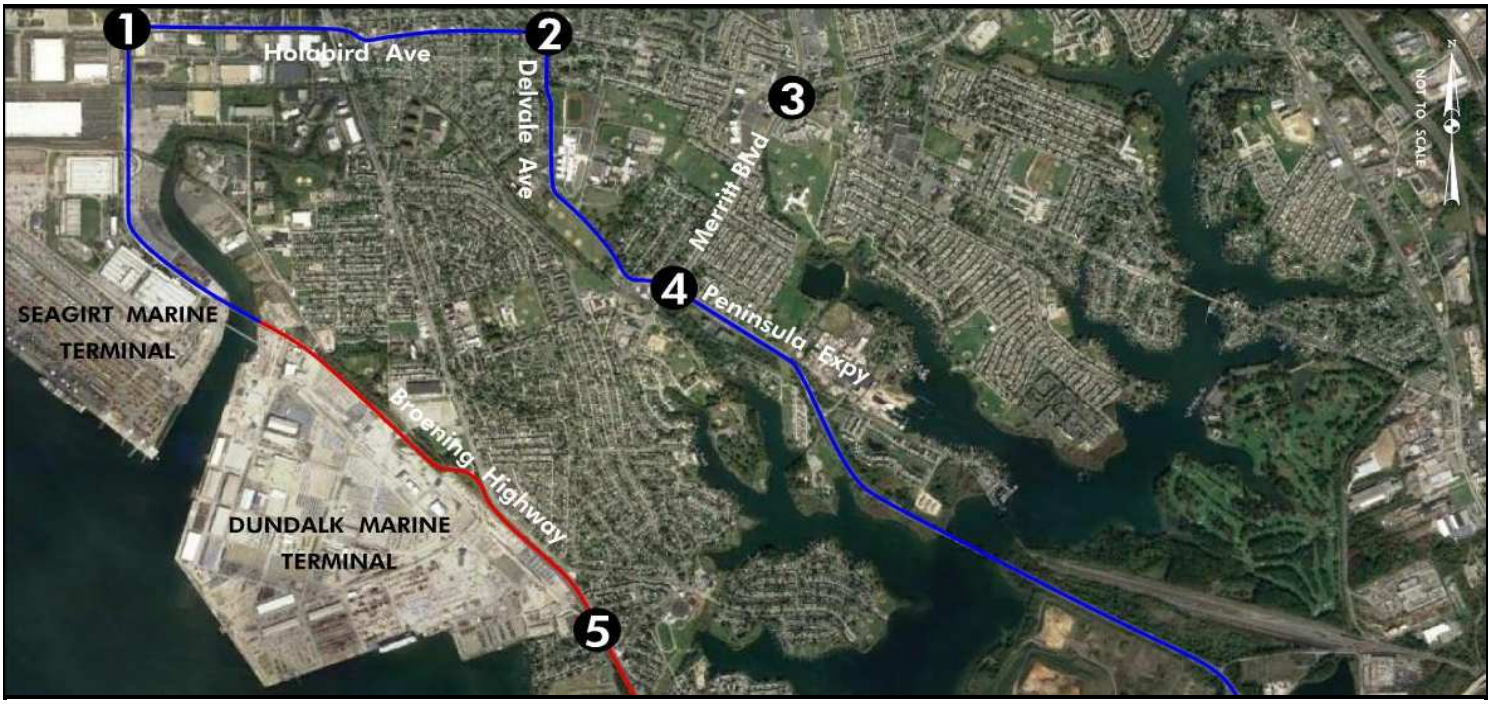
LEGEND

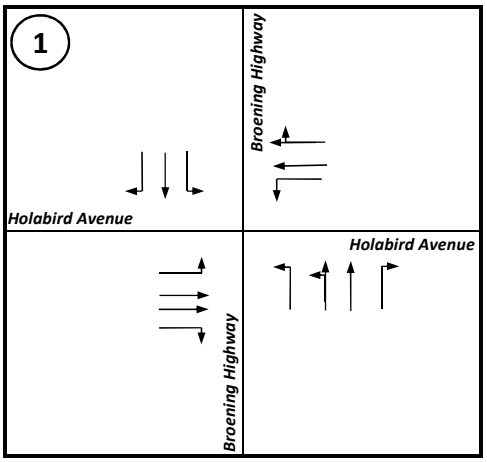
- Right Turn Movement
- Through Movement
- Left Turn Movement
- XX (XX): AM (PM) Peak Hour Vehicular Volume
- (X) Intersection Number

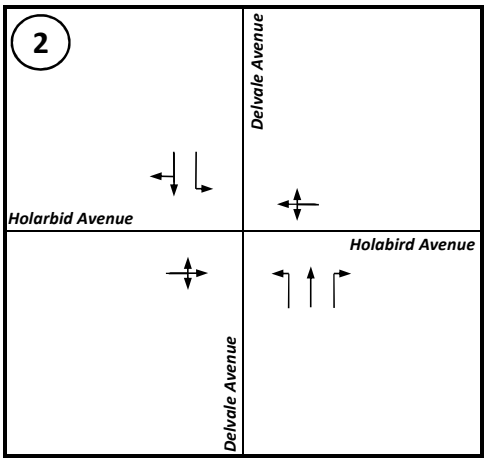
Port-2-Point

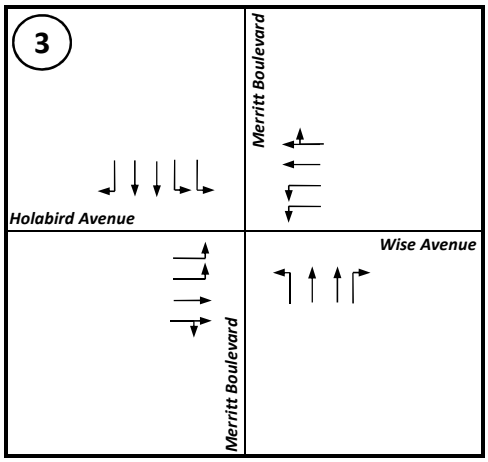
Figure 2

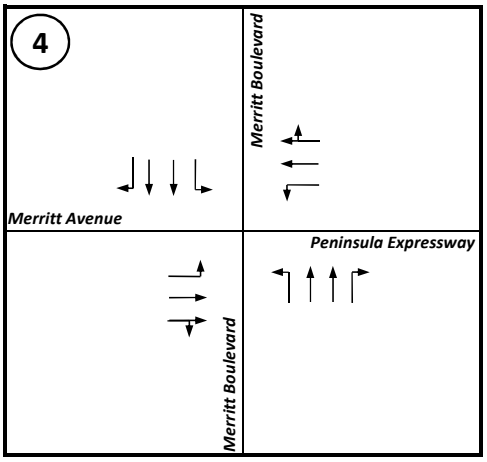
Existing AM and PM Truck Peak Hour Total Traffic Volumes

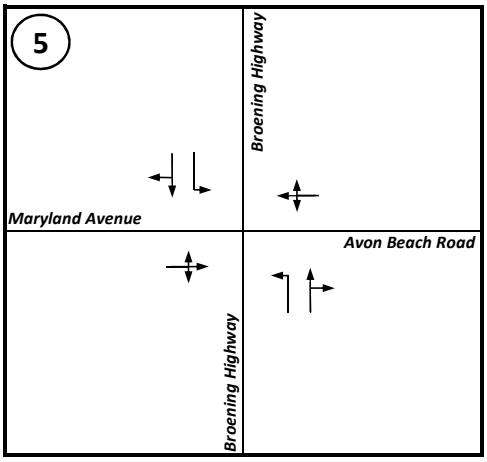












LEGEND

- Right Turn Movement
- Through Movement
- Left Turn Movement

(X) Intersection Number

Port-2-Point

Figure 3

Study Intersection Lane Use

Existing intersection capacity was analyzed using the Highway Capacity Manual (HCM) methodology based on the turning movement data provided by BMC. Existing AM and PM truck peak periods were analyzed based on the volumes in Figure 2 and lane use in Figure 3. The truck peaks, as opposed to the regular vehicular peaks, are the focus of this report and analysis as peak truck volumes to/from the port do not overlap the typical vehicular peak hours. **Table 1** provides a summary of the findings for each intersection.

Table 1: Existing Conditions HCM Summary

Intersection	Existing				Existing - Optimized			
	AM		PM		AM		PM	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
1. Broening Highway at Holabird Avenue	C	29	C	30	C	29	C	30
2. Holabird Avenue at Delvale Avenue	B	12	B	18	B	12	B	18
3. Merritt Boulevard at Holabird Avenue	C	35	E	56	C	35	D	42
4. Merritt Boulevard at Peninsula Expressway	C	23	C	27	C	23	C	27
5. Broening Highway at Maryland Avenue	A	8	A	9	A	8	A	9

As shown in Table 1, the intersection of Merritt Boulevard at Holabird Avenue operates at LOS E during the PM peak hour with existing signal timings. However, when signal timing splits are optimized, all intersections operate at LOS D or better.

Existing traffic conditions on I-695 between Broening Highway and MD 157 were analyzed using Highway Capacity Software (HCS) 2010 for the same AM and PM truck peak hours used in the surface street analysis. Both the freeway section and the merge and diverge sections on I-695 at MD 157 were analyzed. The primary measures of effectiveness (MOE) considered as part of this evaluation were LOS and density. **Table 2** summarizes the overall LOS and density for the study section of I-695.

Table 2: Existing Freeway Conditions HCS Summary

Freeway/Ramp Segment	Ramp Analysis	AM		PM	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-695 NB between Broening Hwy and MD 157	Freeway	C	20	A	7
I-695 SB between MD 157 and Broening Hwy	Freeway	A	8	B	15
I-695 NB Off Ramp at MD 157	Diverge	B	18	A	3
I-695 SB On Ramp from MD 157	Merge	A	9	B	15

As shown above, all freeway and ramp segments along I-695 operate at acceptable LOS during both the AM and PM truck peak hours.

Hourly volumes on Broening Highway, Holabird Avenue, Peninsula Expressway, and I-695 were also compared to LOS threshold volumes for various roadway types. Classification of each roadway was determined based on the Baltimore City functional classification map or the SHA Highway Location Reference, as appropriate. Capacity comparisons to threshold volumes for various roadway types for both the surface streets and the ramps show that all roadways and ramps are operating well below estimated acceptable LOS thresholds. A more detailed discussion of this analysis was documented in the *Existing Conditions Traffic Memorandum* dated September 15, 2016 and is attached as **Appendix A**.

3. Background Conditions

In order to isolate the impact of the projected increase in container freight traffic between Tradepoint Atlantic and SMT, it is necessary to evaluate conditions in the build year without the increase in Port-2-Point trucks. For the purposes of this analysis, the build year was assumed to be 2025. Background conditions include growth in traffic for each roadway within the study, as determined by the BMC model. Where the BMC model projected negative growth, an annually compounded 1.5 percent growth rate was applied for conservative purposes, based on regional growth patterns reported by the Federal Highway Administration and SHA. Based on this methodology, the following growth factors were calculated for study area roadways:

- Broening Highway: 1.14
- Holabird Avenue: 1.14
- Delvale Avenue: 1.62
- Peninsula Expressway: 1.62
- I-695: 1.14

Figure 4 shows the resulting 2025 background total traffic volumes at the study area intersections during the AM and PM truck peak hours at the intersections (8:15-9:15 AM and 3:00-4:00 PM). **Table 3** provides a summary of the background intersection capacity analysis.

Table 3: Background Conditions HCM Summary

Intersection	Background			
	AM		PM	
	LOS	Delay (s)	LOS	Delay (s)
1. Broening Highway at Holabird Avenue	C	29	C	31
2. Holabird Avenue at Delvale Avenue	C	23	D	52
3. Merritt Boulevard at Holabird Avenue	D	38	D	52
4. Merritt Boulevard at Peninsula Expressway	C	32	D	43
5. Broening Highway at Maryland Avenue	A	8	A	9

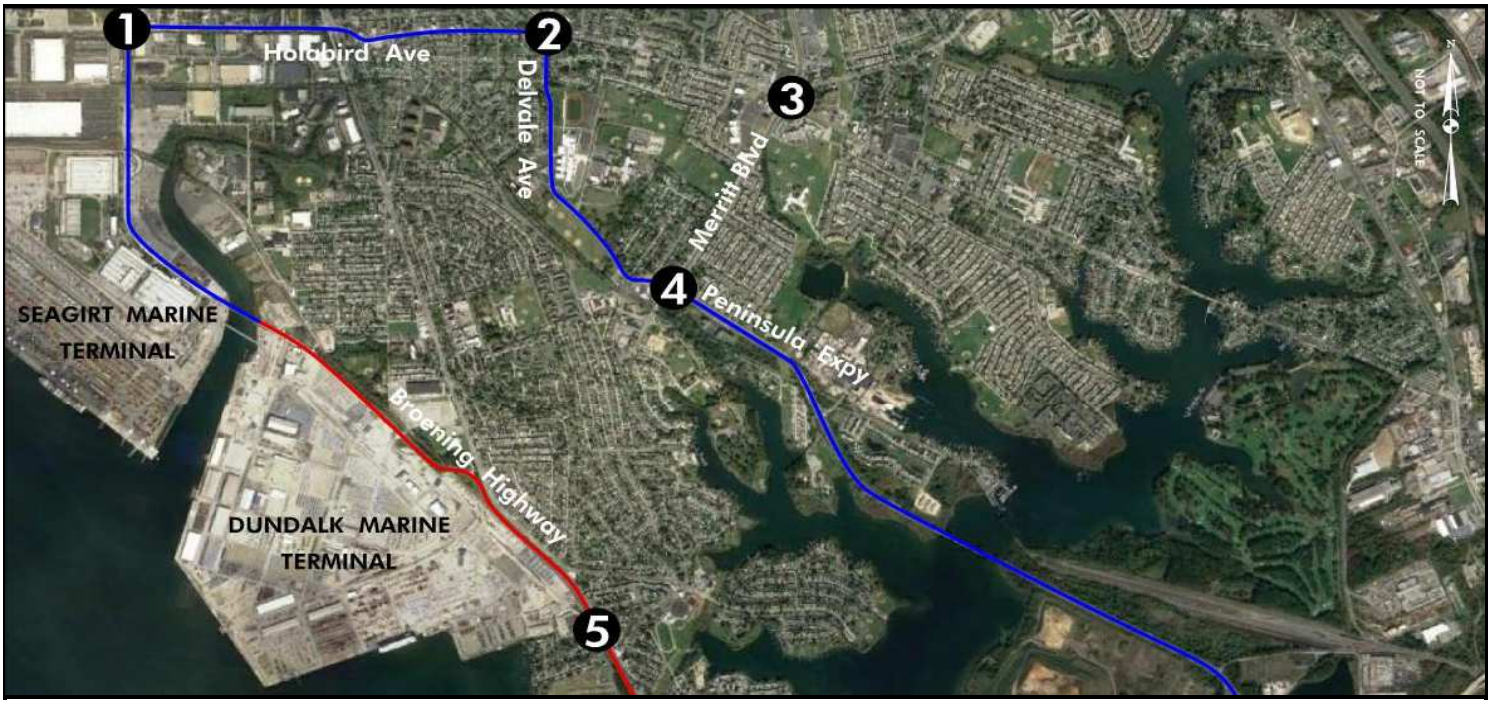
As shown above, all intersections continue to operate at LOS D or better when background growth is applied. Synchro outputs for the 2025 Background Condition are included in **Appendix B**.

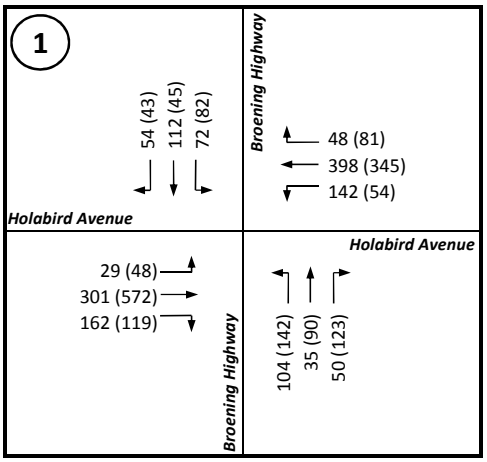
Background traffic conditions on I-695 between Broening Highway and MD 157 were analyzed assuming a growth rate of 1.5 percent per year and the results are summarized in **Table 4**.

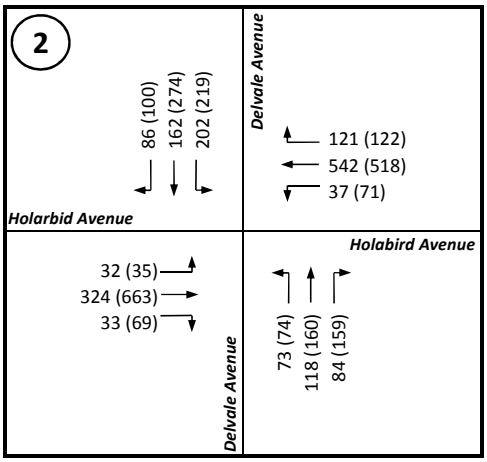
Table 4: Background Freeway Conditions HCS Summary

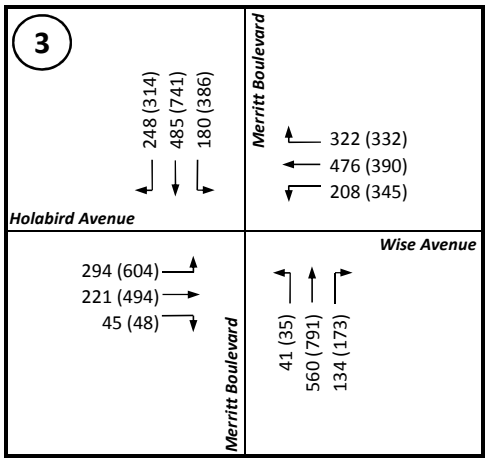
Freeway/Ramp Segment	Ramp Analysis	AM		PM	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-695 NB between Broening Hwy and MD 157	Freeway	C	23	A	9
I-695 SB between MD 157 and Broening	Freeway	A	9	B	18
I-695 NB Off Ramp at MD 157	Diverge	C	22	A	9
I-695 SB On Ramp from MD 157	Merge	B	10	B	18

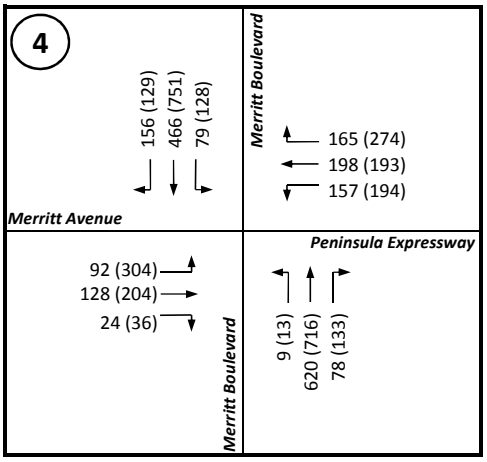
As shown above, all freeway and ramp segments are projected to continue operating at acceptable LOS during both the AM and PM truck peak hours.

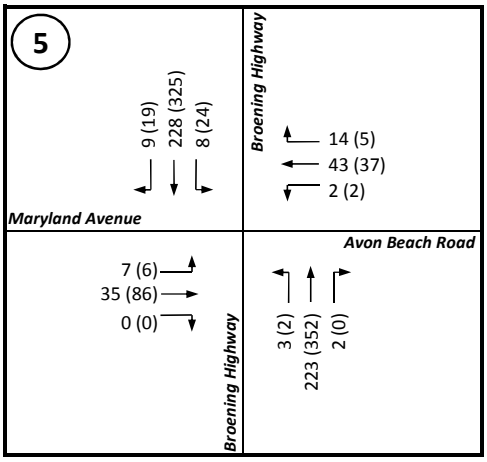












LEGEND

- Right Turn Movement
- Through Movement
- Left Turn Movement
- XX (XX): AM (PM) Peak Hour Vehicular Volume
- (X) Intersection Number

Port-2-Point

Figure 4

Background AM and PM Truck Peak Hour Total Traffic Volumes

4. 2025 Total Future Conditions

This section describes the 2025 total future traffic conditions that represent anticipated traffic in the study area with background traffic and the proposed increase in Port-2-Point trucks. Trade Point Atlantic is projected to generate 1,000 truck trips between Sparrows Point and SMT per day. SMT provided an hourly count of gate transactions which were used to identify a typical distribution of truck trips over the hours that SMT is open (7:00 AM to 5:00 PM). This distribution was applied to the 1,000 daily truck trips and resulted in 11 percent of truck trips, or 110 trucks, being assigned to the AM and PM truck peak hours.

Two routing options between Sparrows Point and SMT were determined for analysis by BMC and are shown in Figure 1. The third routing option splits the peak hour truck trips equally between Routes 1 and 2.

4.1. Route 1 – 100% of Port-2-Point Trucks

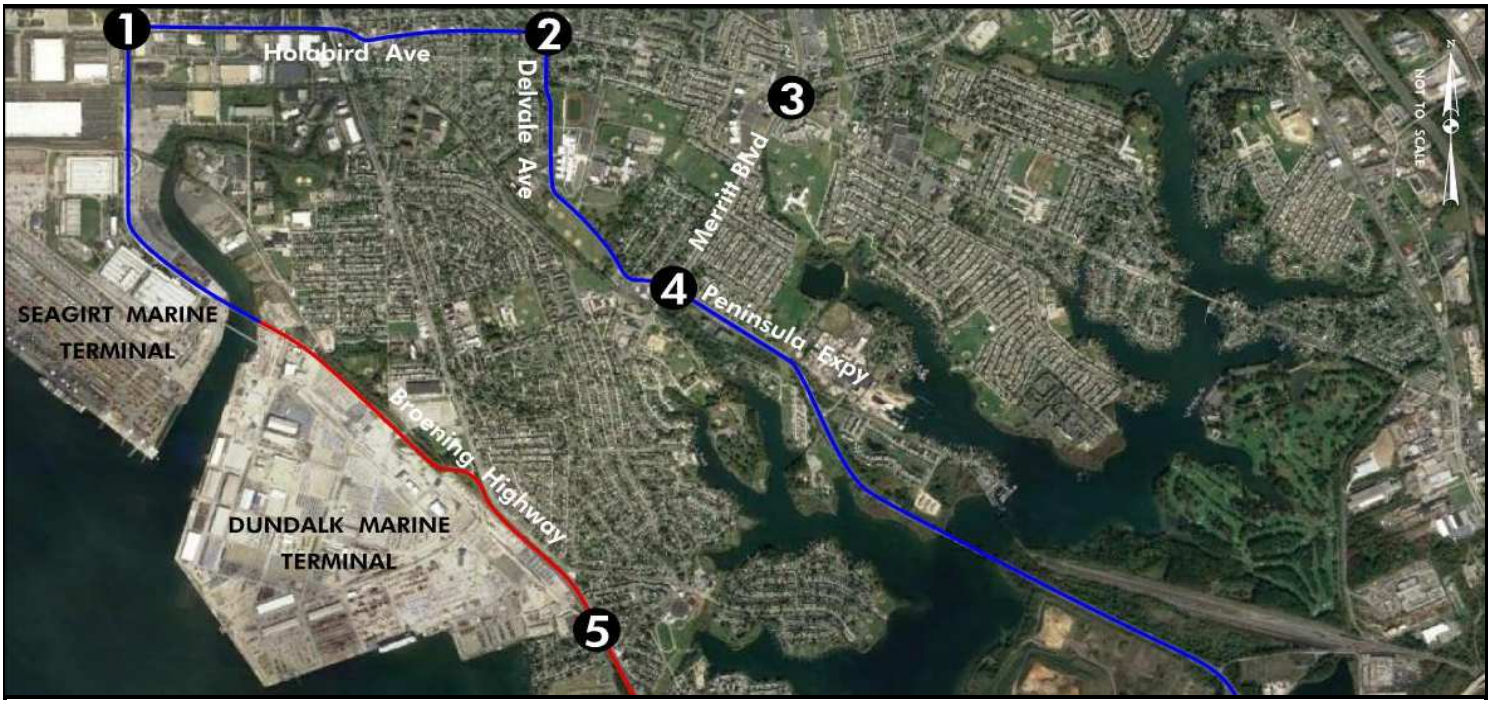
Route 1, shown as the blue route on Figure 1, assigns trips to Peninsula Expressway, Delvale Avenue, Holabird Avenue, and Broening Highway north of SMT. **Figure 5** shows the 2025 total traffic volumes at the study area intersections when all Port-2-Point trucks are assigned to Route 1 during the AM and PM truck peak hours (8:15-9:15 AM and 3:00-4:00 PM). **Table 5** provides a summary of the total future intersection capacity analysis. Synchro outputs for the 2025 Total Future Route 1 Condition are included in **Appendix C**.

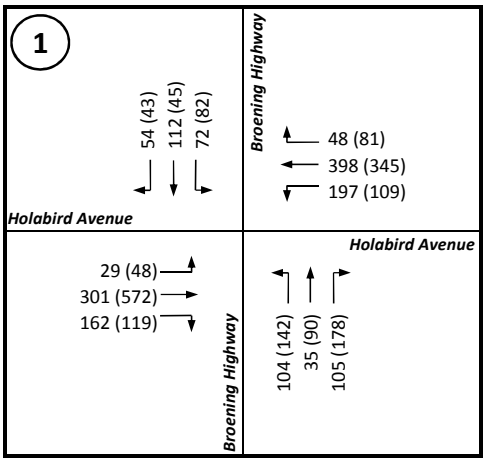
Table 5: 2025 Route 1 Conditions HCM Summary

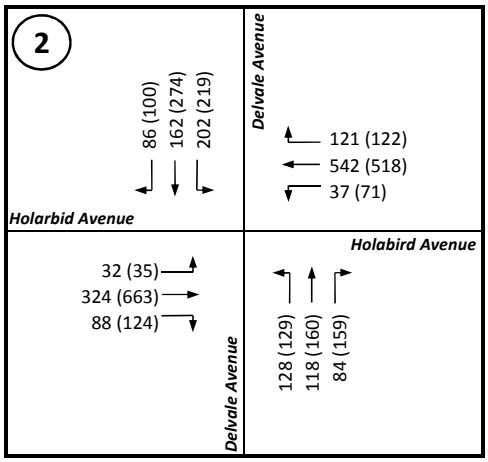
Intersection	Existing - Optimized				Background				2025 Total Future – Route 1			
	AM		PM		AM		PM		AM		PM	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
1. Broening Highway at Holabird Avenue	C	29	C	30	C	29	C	31	C	32	D	37
2. Holabird Avenue at Delvale Avenue	B	12	B	18	C	23	D	52	C	25	E	68
3. Merritt Boulevard at Holabird Avenue	C	35	D	42	D	38	D	52	D	39	D	52
4. Merritt Boulevard at Peninsula Expressway	C	23	C	27	C	32	D	43	C	34	D	46

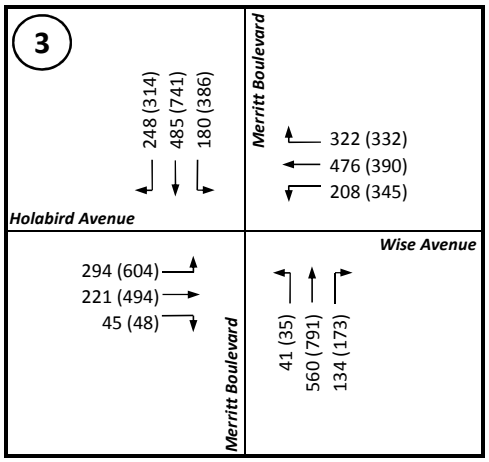
As shown above, Holabird Avenue at Delvale Avenue degrades to LOS E during the PM peak hour when all Port-2-Point trucks are added to Route 1, along with the projected background growth.

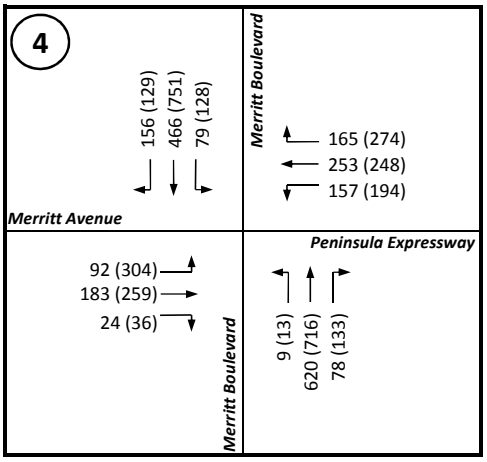
Consistent with the methodology used to evaluate roadway capacity under Existing Conditions, capacity thresholds for Holabird Avenue and Peninsula Expressway were evaluated based on available 24 hour count data. **Figure 6** shows the hourly volumes on Holabird Avenue west of Delvale Avenue compared to the estimated hourly volume of a two lane arterial with left turn lanes.

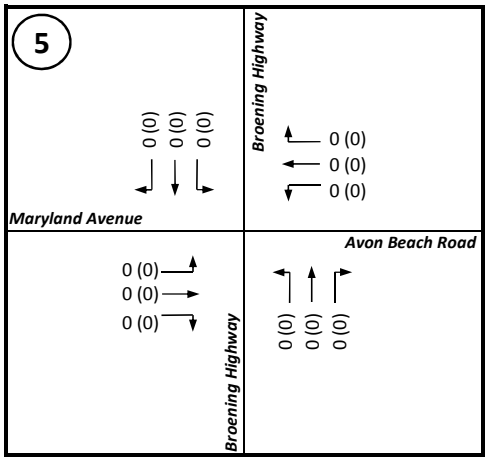












LEGEND

- Right Turn Movement
- Through Movement
- Left Turn Movement
- XX (XX): AM (PM) Peak Hour Vehicular Volume
- (X) Intersection Number

Port-2-Point

Figure 5

2025 Total Future Route 1 AM and PM Truck Peak Hour Traffic Volumes

STV 100 Years

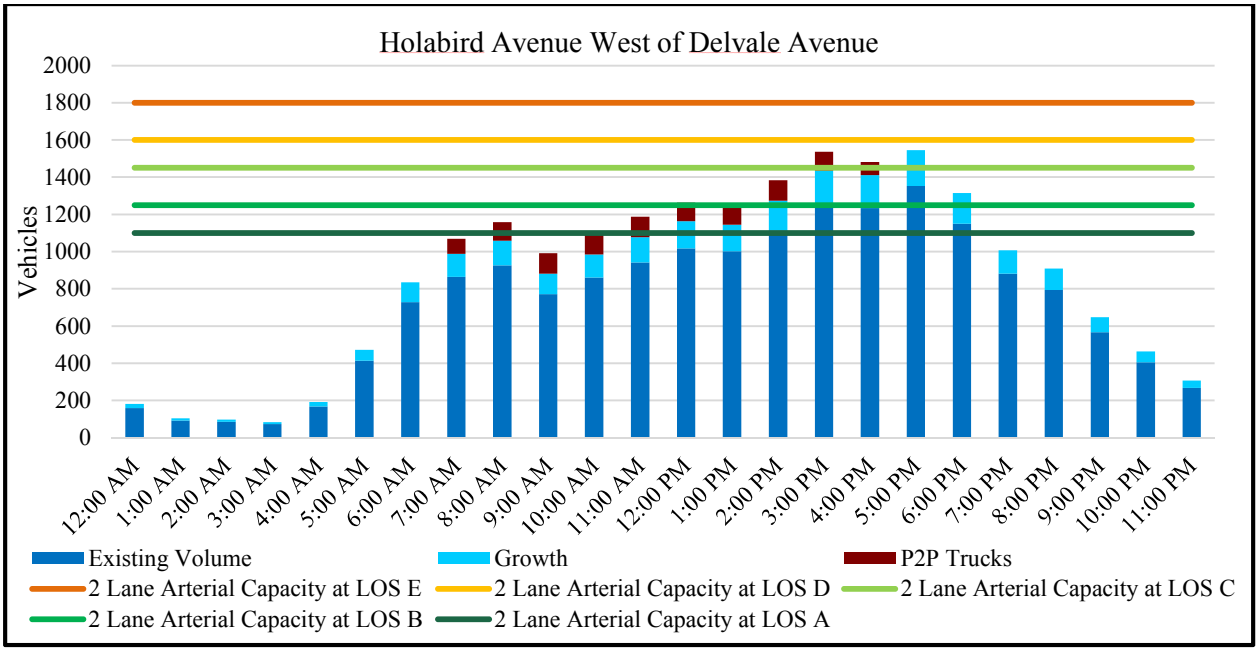


Figure 6: Holabird Avenue Capacity Comparison

As shown above, estimates based on capacity thresholds show that the corridor is nearing LOS E during the PM truck peak hour under total future conditions with the added background growth and all 1,000 Port-2-Point trucks per day assigned to Route 1. **Figure 7** shows the hourly volumes on Peninsula Expressway north of I-695 compared to the estimated hourly volume of a four lane undivided arterial.

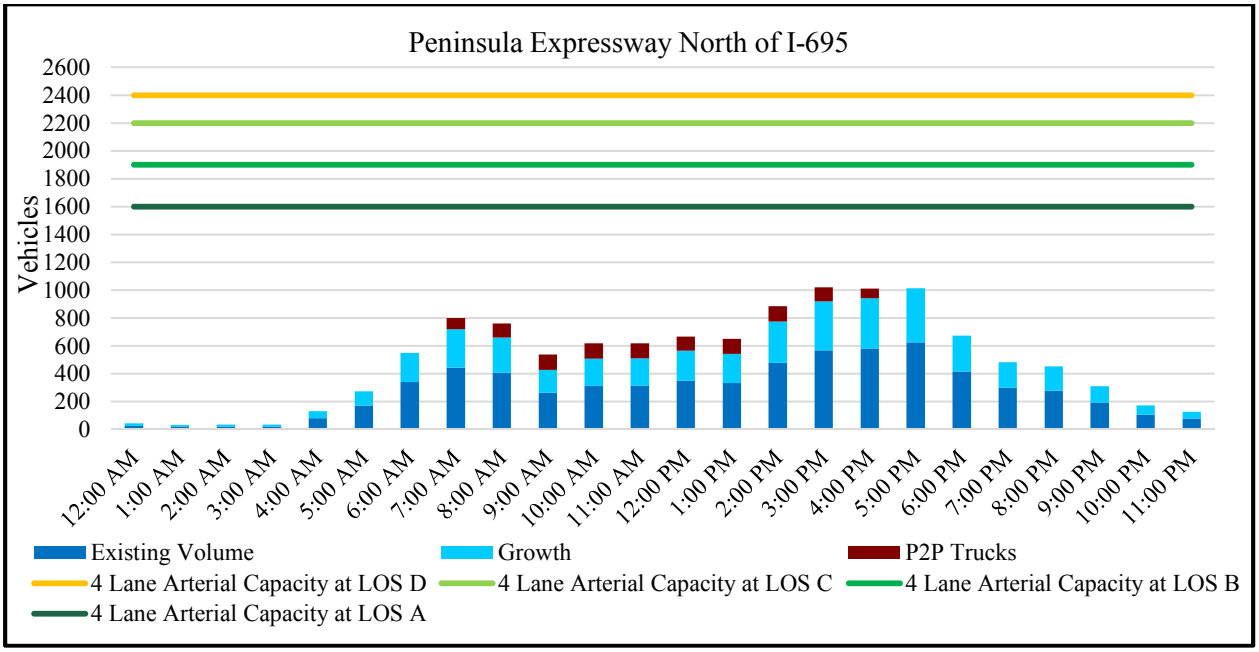


Figure 7: Peninsula Expressway Capacity Comparison

As shown above, Peninsula Expressway is expected to operate at LOS A and has significant available capacity under total future conditions, even with the added background growth and all 1,000 Port-2-Point trucks per day.

4.2. Route 2 – 100% of Port-2-Point Trucks

Route 2, shown as the red route on Figure 1, assigns trips to I-695, the I-695 turnaround (loop ramp), and Broening Highway south of SMT. **Figure 8** shows the 2025 total traffic volumes at the study area intersections when all Port-2-Point trucks are assigned to Route 2 during the AM and PM truck peak hours (8:15-9:15 AM and 3:00-4:00 PM). **Table 6** provides a summary of the total future intersection capacity analysis. Synchro outputs for the 2025 Total Future Route 2 Condition are included in **Appendix D**.

Table 6: 2025 Route 2 Conditions HCM Summary

Intersection	Existing - Optimized				Background				2025 Total Future – Route 2			
	AM		PM		AM		PM		AM		PM	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
5. Broening Highway at Maryland Avenue	A	8	A	9	A	8	A	9	A	8	A	10

As shown above, Broening Highway at Maryland Avenue is projected to operate at acceptable LOS under 2025 total future conditions with all Port-2-Point trucks assigned to Route 2.

Consistent with the methodology utilized in the Existing and Background Conditions, the I-695 freeway section between Broening Highway and Peninsula Expressway, as well as the ramps to I-695 from Broening Highway, were analyzed assuming the addition of projected growth and the Port-2-Point trucks assigned to Route 2. **Table 7** summarizes the overall LOS and density for I-695.

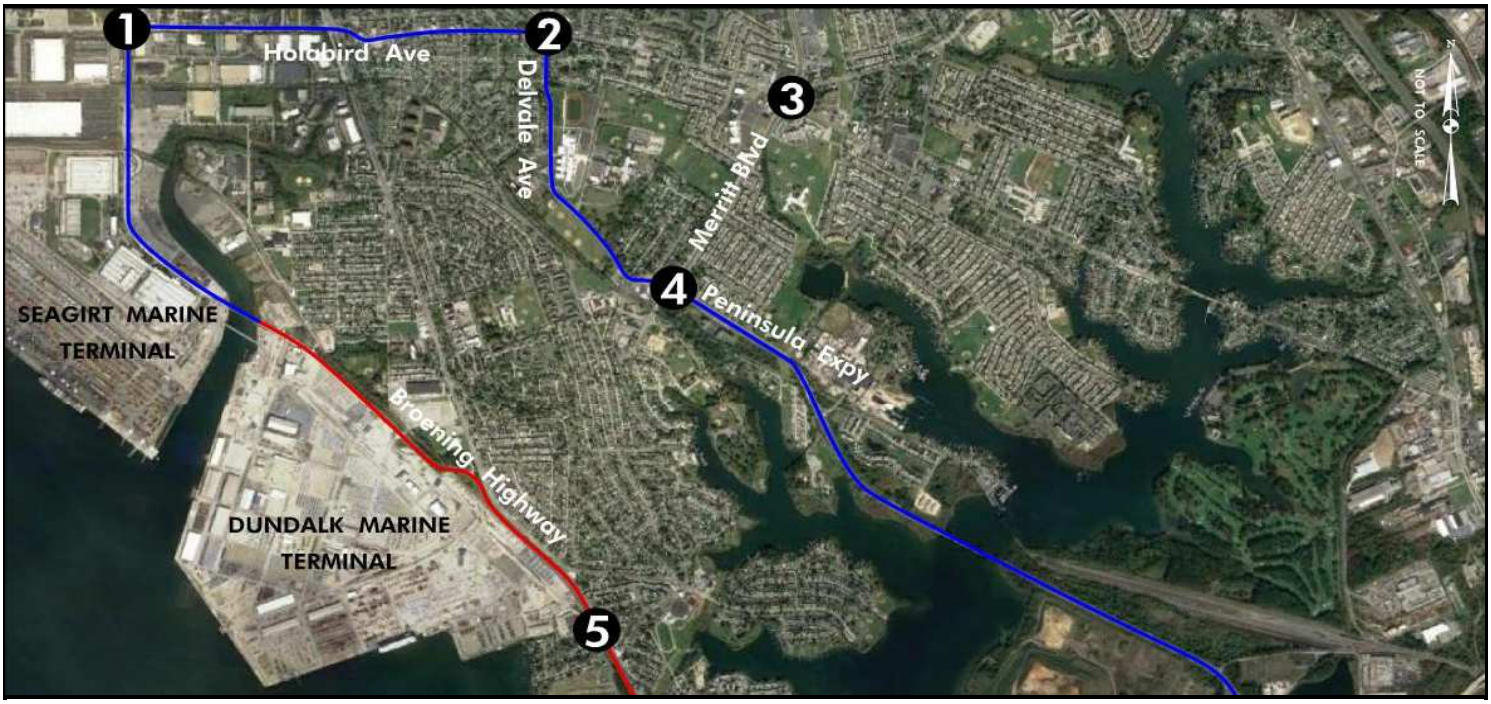
Table 7: Total Future Freeway Conditions HCS Summary

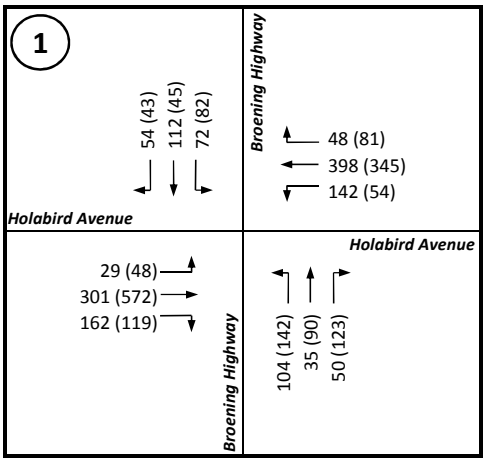
Freeway/Ramp Segment	Ramp Analysis	Existing Conditions				Background Conditions				2025 Total Future - Route 2			
		AM		PM		AM		PM		AM		PM	
		LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density	LOS	Density
I-695 NB between Broening and MD 157	Freeway	C	20	A	7	C	23	A	9	C	24	A	9
I-695 SB between MD 157 and Broening	Freeway	A	8	B	15	A	9	B	18	A	10	C	19
I-695 NB Off Ramp at MD 157	Diverge	B	18	A	3	C	22	A	9	C	23	A	9
I-695 SB On Ramp from MD 157	Merge	A	9	B	15	B	10	B	18	B	11	B	18

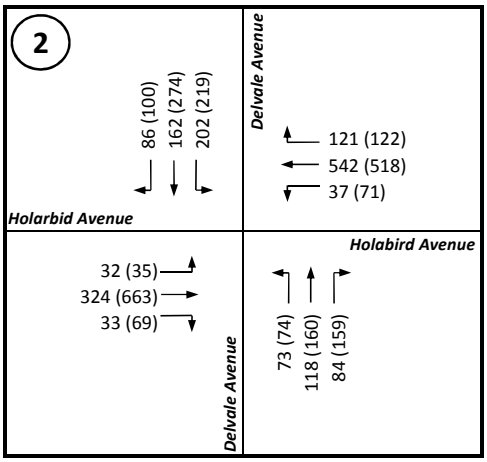
As shown above, all ramp and freeway segments continue to operate at acceptable LOS under 2025 total future conditions with all Port-2-Point trucks assigned to Route 2.

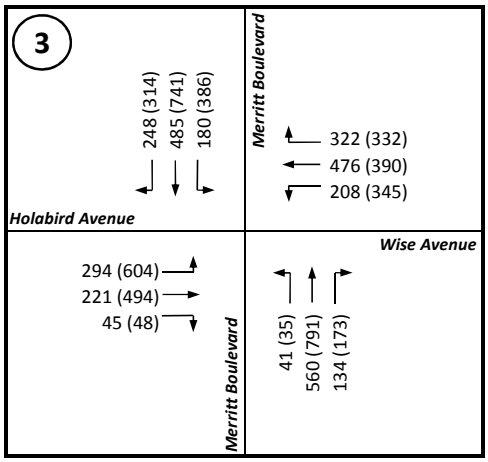
As previously noted, Route 2 assigns traffic to use the I-695 turnaround due to a partial interchange at I-695 and Broening Highway. Trucks travelling between SMT and Sparrows Point must travel through the toll plaza for the Francis Scott Key Bridge and proceed through a turnaround in order to access Broening Highway (coming from Sparrows Point) or I-695 northbound (coming from SMT). The Maryland Transportation Authority (MDTA) conducted a study on this turnaround that concluded that approximately 400-450 trucks per hour could use the turnaround without creating significant queuing at the toll plaza. April 2016 counts indicate that the existing AM and PM peak hour volume on this turnaround are 9 vehicles and 14 vehicles, respectively. Therefore, the addition of 110 Port-2-Point trucks during the peak hour could be supported by the I-695 turnaround and toll plaza.

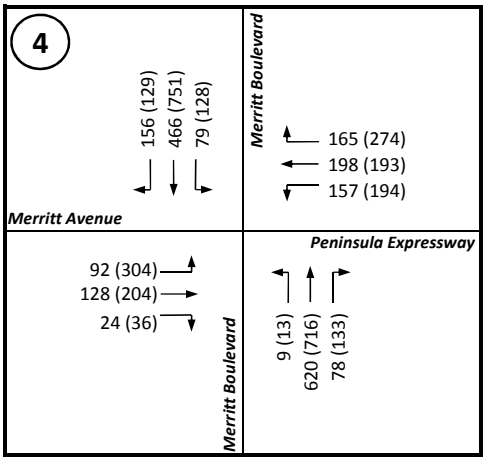
Hourly volumes for I-695 and Broening Highway were also compared to LOS threshold volumes based on HCM Transportation Research Board data. **Figure 9** shows the hourly volumes on Broening Highway north of Authority Drive compared to the estimated hourly volume of a two lane arterial with left turn lanes.

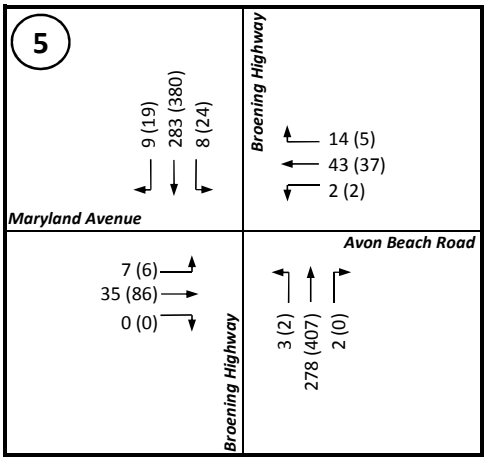












LEGEND

- Right Turn Movement
- Through Movement
- Left Turn Movement
- XX (XX): AM (PM) Peak Hour Vehicular Volume
- (X) Intersection Number

Port-2-Point

Figure 8

2025 Total Future Route 2 AM and PM Truck Peak Hour Traffic Volumes

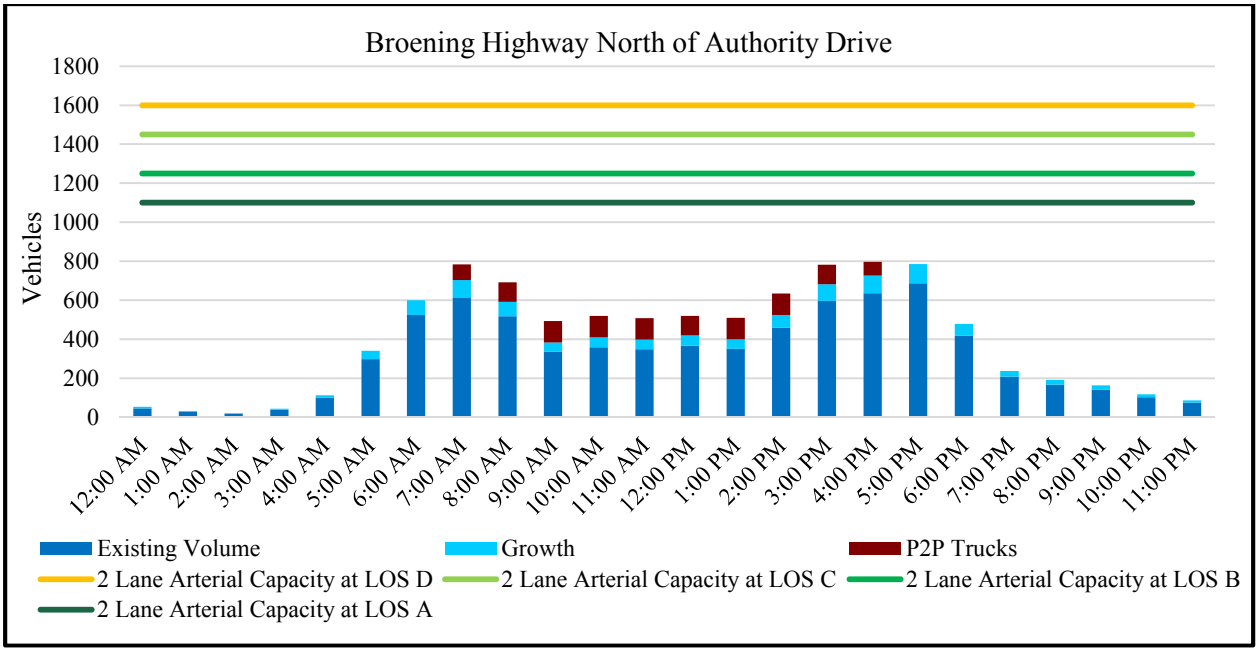


Figure 9: Broening Highway Capacity Comparison

As shown above, Broening Highway will continue to operate within acceptable capacity thresholds under total future conditions with 100 percent of Port-2-Point trucks assigned to Route 2. **Figure 10** shows the hourly volumes on I-695 south of MD 157 compared to the estimated hourly volume of a four lane freeway.

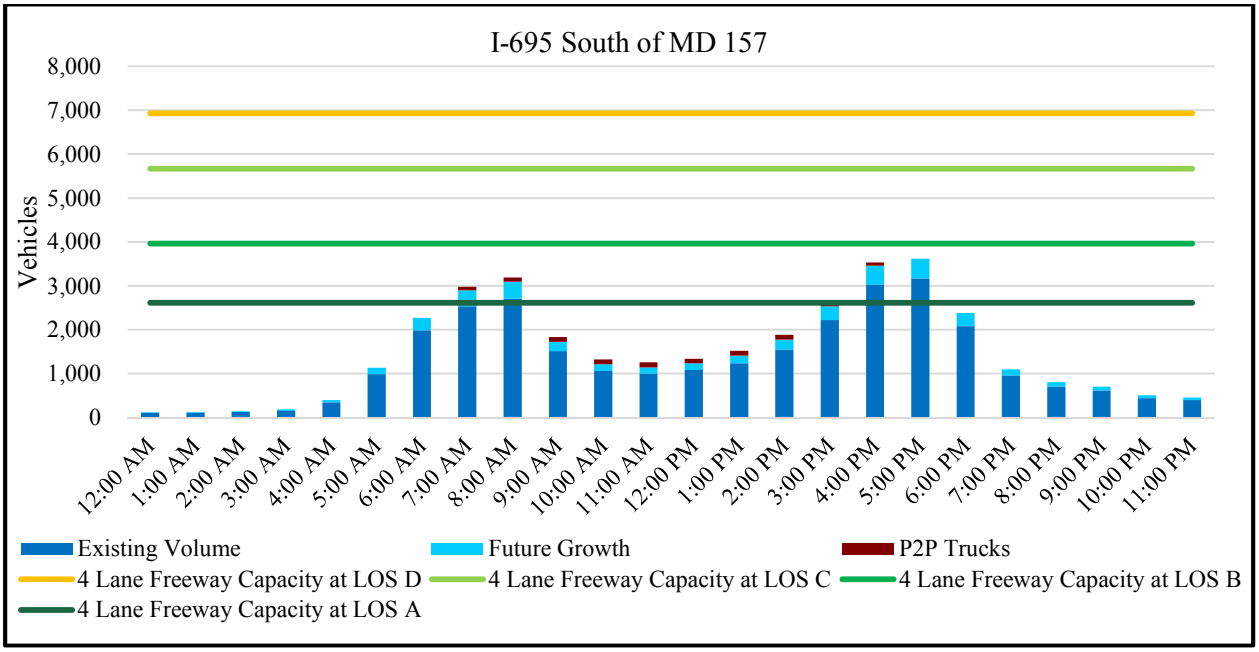


Figure 10: I-695 Capacity Comparison

As shown above, I-695 will continue to operate within acceptable capacity thresholds under total future conditions with 100 percent of Port-2-Point trucks assigned to Route 2.

4.3. Split P2P Trucks Between Routes 1 and 2

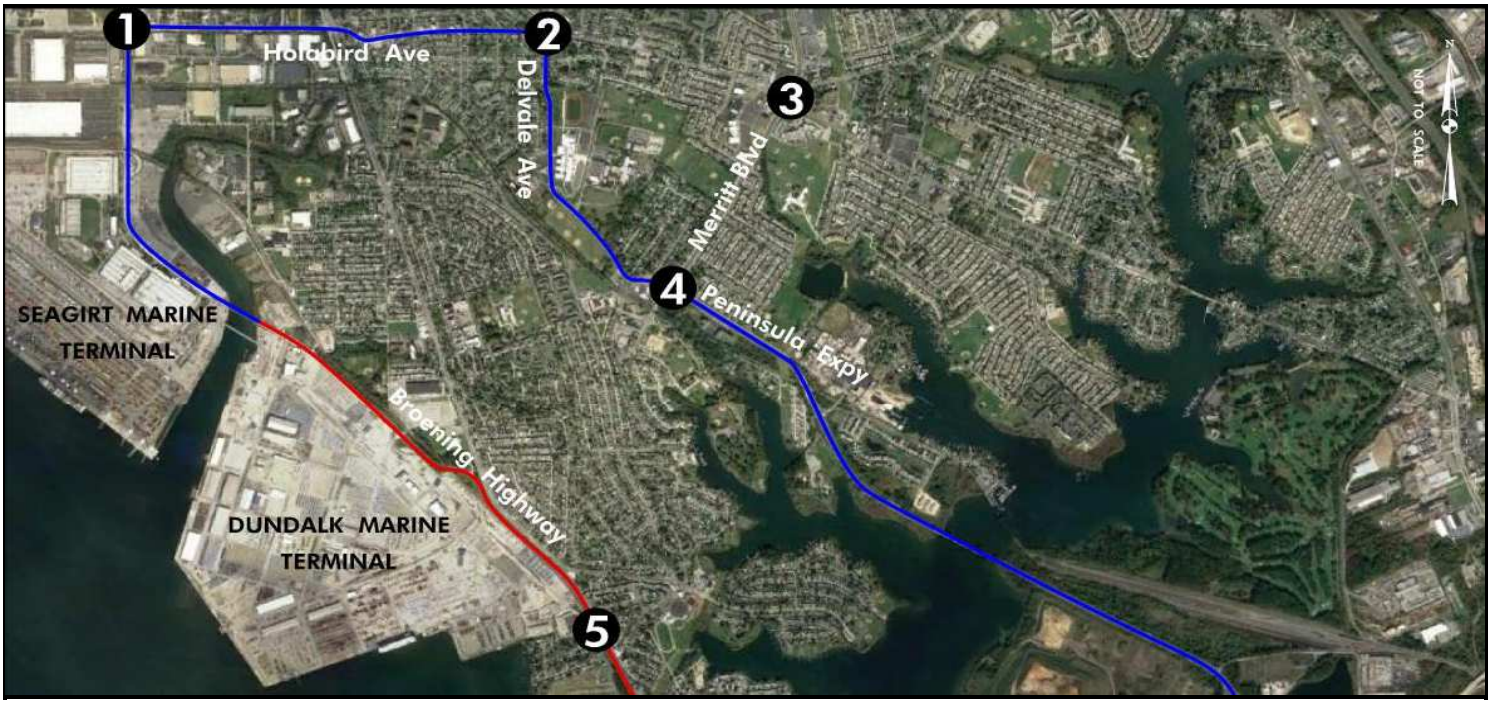
The third routing option evenly distributes Port-2-Point trips between Routes 1 and 2. **Figure 11** shows the 2025 total traffic volumes at the study area intersections when Port-2-Point trucks are distributed evenly between Routes 1 and 2 during the AM and PM truck peak hours (8:15-9:15 AM and 3:00-4:00 PM). **Table 8** provides a summary of the total future intersection capacity analysis. Synchro outputs for the 2025 Total Future Split Route Condition are included in **Appendix E**.

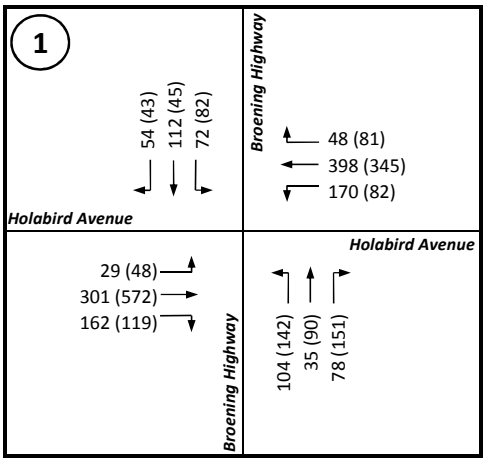
Table 8: 2025 Split Route Conditions HCM Summary

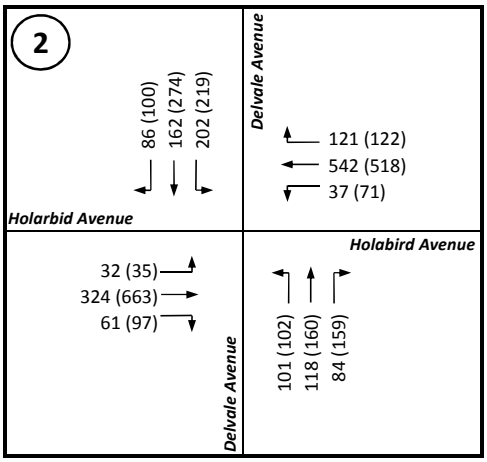
Intersection	Existing - Optimized				Background				2025 Total Future – Split			
	AM		PM		AM		PM		AM		PM	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. Broening Highway at Holabird Avenue	C	29	C	30	C	29	C	31	C	31	C	34
2. Holabird Avenue at Delvale Avenue	B	12	B	18	C	23	D	52	C	23	D	54
3. Merritt Boulevard at Holabird Avenue	C	35	D	42	D	38	D	52	D	38	D	52
4. Merritt Boulevard at Peninsula Expressway	C	23	C	27	C	32	D	43	C	33	D	45
5. Broening Highway at Maryland Avenue	A	8	A	9	A	8	A	9	A	8	A	9

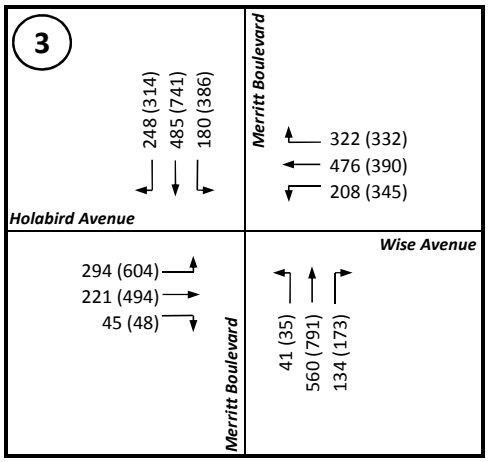
As shown above, all intersections operate at acceptable LOS when Port-2-Point traffic is evenly distributed between the two routes.

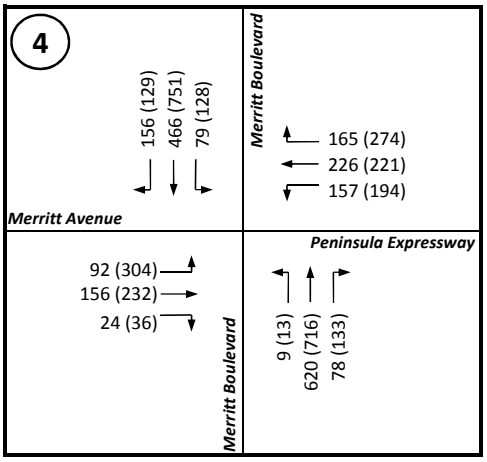
The roadway capacity and freeway and ramp analysis conducted for total future Route 1 conditions and for total future Route 2 conditions shows that all roadways and freeway/ramp segments are projected to operate at acceptable LOS during both the AM and PM truck peak hours. Since the split route scenario assigns fewer Port-2-Point trips along Routes 1 and 2 than either of the individual route scenarios, all freeway and ramp segments along I-695 will continue to operate at acceptable LOS under this condition and all roadways will continue to operate within acceptable capacity thresholds. It should be noted that this report details only the expected container truck increase from Tradepoint Atlantic, and does not consider in detail trip increases due to general development in the area, or at Tradepoint Atlantic specifically, outside of the growth rates identified previously, which were extrapolated from the BMC model. Additional future growth could result in roadway congestion not forecast in this report.

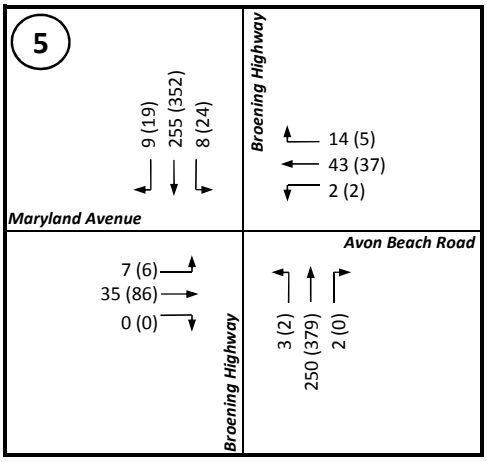












LEGEND

- Right Turn Movement
- Through Movement
- Left Turn Movement
- XX (XX): AM (PM) Peak Hour Vehicular Volume
- (X) Intersection Number

Port-2-Point

Figure 11

2025 Total Future Split Route AM and PM Truck Peak Hour Traffic Volumes

5. Summary of Findings

The planned development of the Tradepoint Atlantic site at Sparrows Point is projected to result in an increase in freight traffic between Sparrows Point and the Seagirt Marine Terminal of the Port of Baltimore. The proposed truck routes between SMT and Sparrows Point include I-695, Broening Highway, Peninsula Expressway, Merritt Boulevard, Holabird Avenue, and Delvale Avenue. The existing, background, and total future conditions of the freeway and surface street segments on these routes were analyzed to determine operational characteristics and capacity. Based on the analysis of existing, background, and total future traffic conditions, the following findings and conclusions can be made:

- Under existing conditions, all roadways and ramps are operating within acceptable LOS thresholds.
- Under background conditions, all roadways and ramps are operating within acceptable LOS thresholds.
- When all Port-2-Point trucks are assigned to Route 1, the intersection of Holabird Avenue at Delvale Avenue is projected to operate at unacceptable LOS E during the PM peak hour. Additionally, capacity threshold estimates show that Holabird Avenue west of Delvale Avenue is nearing LOS E during the PM truck peak hour.
- In addition to capacity concerns with all Port-2-Point truck traffic routed along Route 1, observations of existing conditions indicate that Route 1 passes through residential areas, with school crossings and crossing guards present along Delvale Avenue.
- When all Port-2-Point trucks are assigned to Route 2, all roadways and ramps are projected to operate within acceptable LOS thresholds.
- When Port-2-Point trucks are distributed evenly between Routes 1 and 2, all roadways and ramps are projected to operate within acceptable LOS thresholds.

APPENDIX

A

Existing Conditions Memo

MEMORANDUM

DATE: September 15, 2016

TO: Bala Akundi, Baltimore Metropolitan Council

FROM: STV Incorporated

SUBJECT: Port-2-Point – Existing Conditions Traffic Memorandum

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Introduction

The Tradepoint Atlantic site is located on the Sparrows Point peninsula southeast of Baltimore City, with regional vehicular access to the Port of Baltimore via I-695 and Broening Highway and designated truck routes through the local community via Peninsula Expressway and Holabird Avenue. The planned development of the Tradepoint Atlantic site at Sparrows Point is projected to result in an increase in freight traffic between Sparrows Point and the Port of Baltimore. The Freight Movement Task Force Committee of the Baltimore Regional Transportation Board has identified the need for a traffic study to assess the impacts of the projected freight traffic increase. The community north of I-695 and east of Broening Highway is particularly concerned about increased freight traffic in the area. The purpose of this memo is to provide an initial traffic operations evaluation of area roadways to determine if there is adequate capacity for efficient truck movement to support the growth in container and induced traffic with minimal community impacts.

Corridors along existing truck routes between the Port of Baltimore and Sparrows Point include I-695, Broening Highway, Peninsula Expressway (MD 157), Merritt Boulevard, Holabird Avenue, and Delvale Avenue as shown in **Figure 1**. Of particular note along the proposed trucks routes is the partial I-695 interchange at Broening Highway. The partial interchange forces trucks travelling between the Port of Baltimore and Sparrows Point to travel through the toll plaza for the Francis Scott Key Bridge and proceed through a turn around in order to access Broening Highway (coming from Sparrows Point) or I-695 northbound (coming from the Port of Baltimore), as shown in Figure 1 along Route 1.

Existing capacity analyses were conducted at four major surface street intersections along the two possible freight routes between the Tradepoint Atlantic site and the Port of Baltimore. As identified on Figure 1, the four intersections analyzed are:

1. Broening Highway at Holabird Avenue
2. Holabird Avenue at Delvale Avenue
3. Merritt Boulevard at Holabird Avenue
4. Merritt Boulevard at Peninsula Expressway

Additionally, HCM 2010 highway methodology was used to evaluate the I-695 freeway section between Broening Highway and Peninsula Expressway, as well as the ramps to I-695 from Broening Highway.

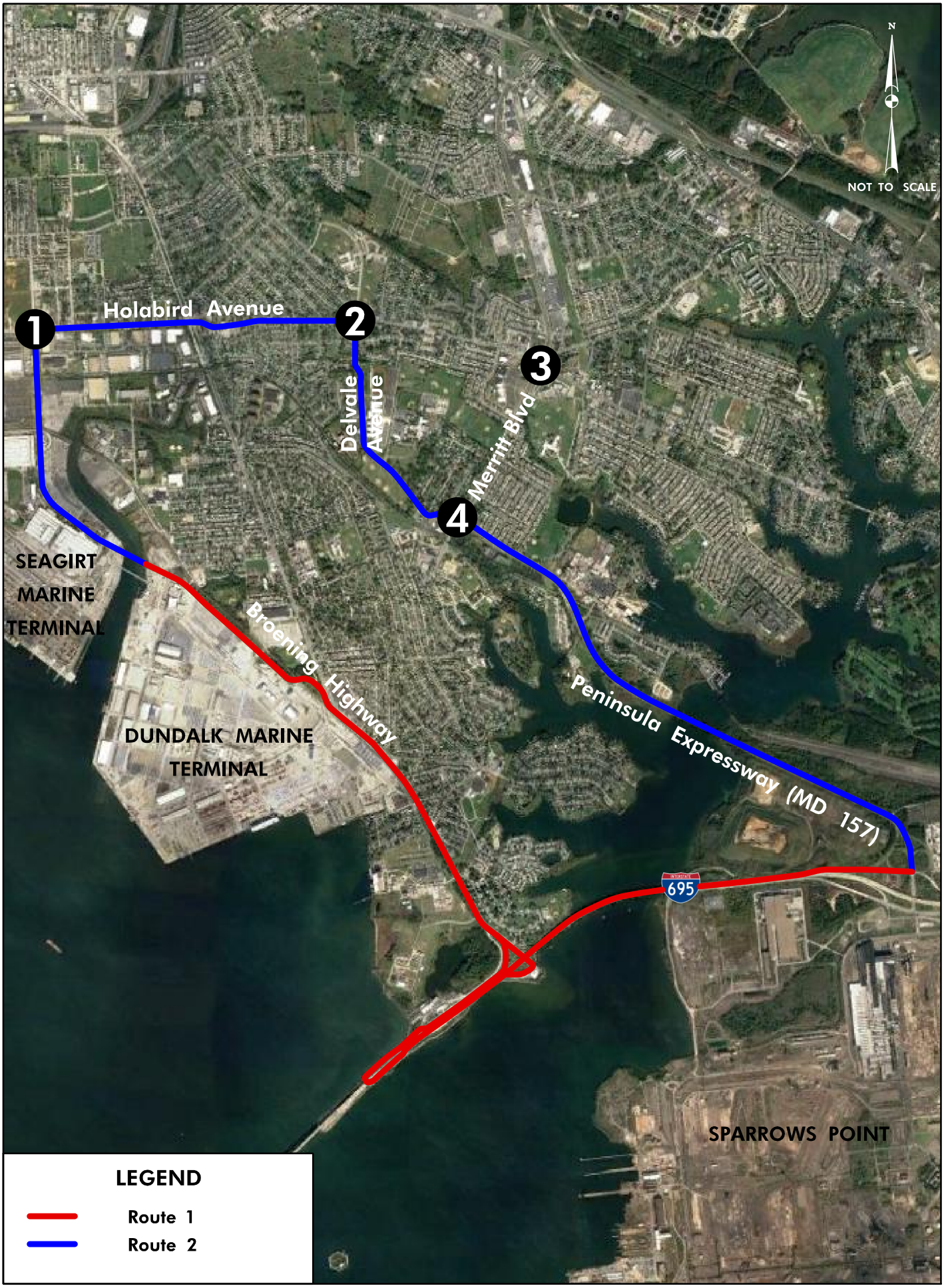


Figure 1: Potential Truck Routes Between Sparrows Point and the Port of Baltimore

Traffic Volumes

Turning movement counts for three of the four intersections were conducted in 2016 during the AM, midday, and PM truck peak periods and were provided by the Baltimore Metropolitan Council (BMC) for use in this study. This count data included vehicle classification counts to determine the prevalence of both Port and Non-Port truck traffic at the study intersections. At the intersection of Merritt Boulevard at Holabird Avenue, 2012 count data from the Maryland State Highway Administration's (SHA) ITMS database was obtained, as no recent turning movement count data from BMC was available.

The turning movement counts provided by BMC were evaluated to determine vehicular and truck peak hours. The AM vehicular peak hours at the three study intersections began between 6:45 AM and 7:30 AM, while the truck peak at all three intersections began at 8:15 AM. During the PM peak period, the vehicular peak hour began at 5:00 PM at all three intersections, which was also the last hour that data was collected, while the truck peak hour occurred at 3:00 PM. **Figure 2** shows the existing total traffic volumes at the study area intersections during the AM and PM truck peak hours (8:15-9:15 AM and 3:00-4:00 PM). **Figure 3** shows the existing truck traffic volumes, where available, during the truck peak hours. Count data is attached as **Attachment A**.

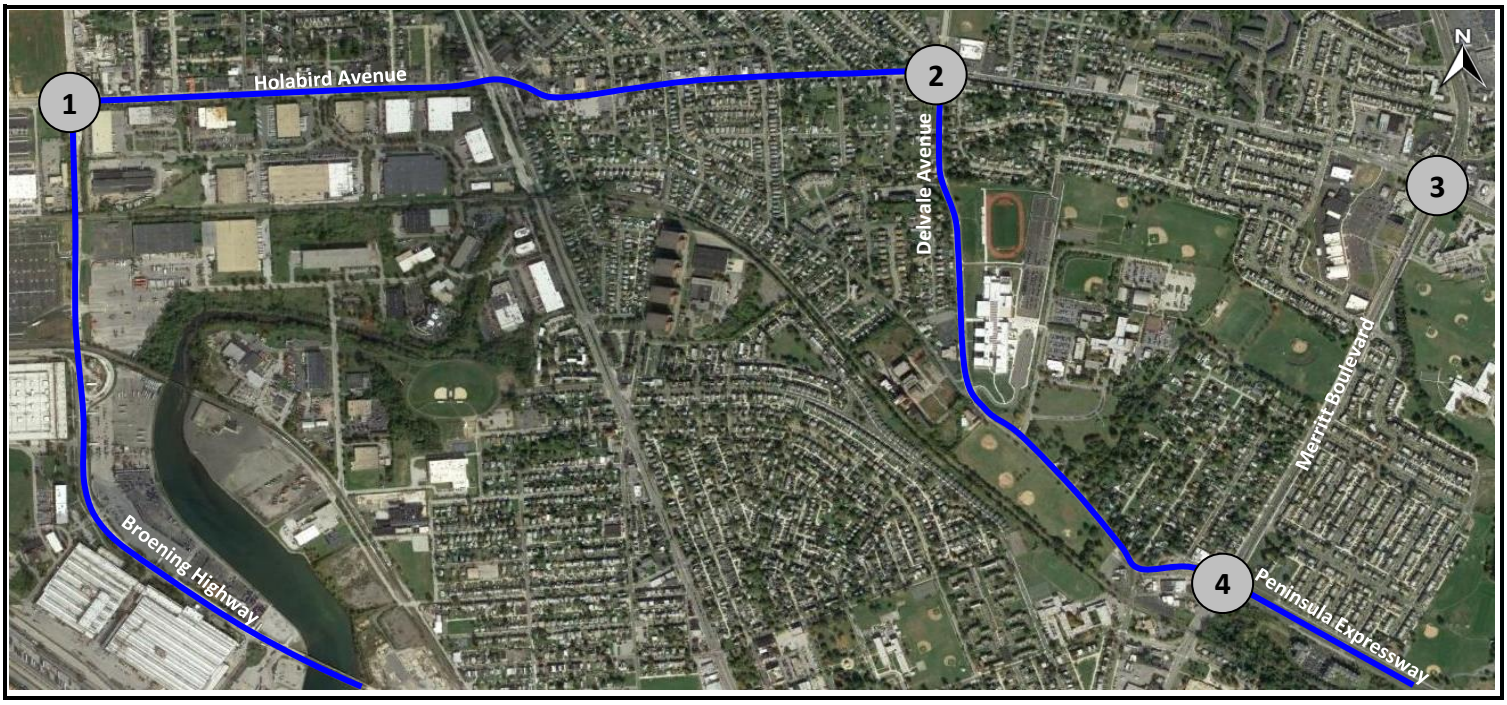
48-hour classification counts were also provided for Broening Highway, Holabird Avenue, and Peninsula Expressway in order to compare hourly data to Level of Service (LOS) threshold volumes for various roadways. Freeway classification counts were also obtained from the SHA ITMS database for the section of I-695 between Broening Highway and MD 157, as well as the Broening Highway and MD 157 on and off ramps.

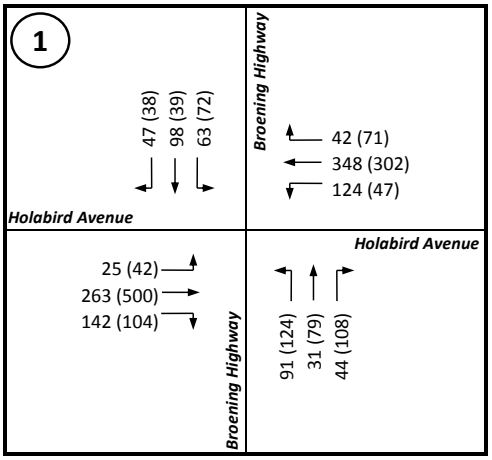
Existing Roadway Characteristics and Observations

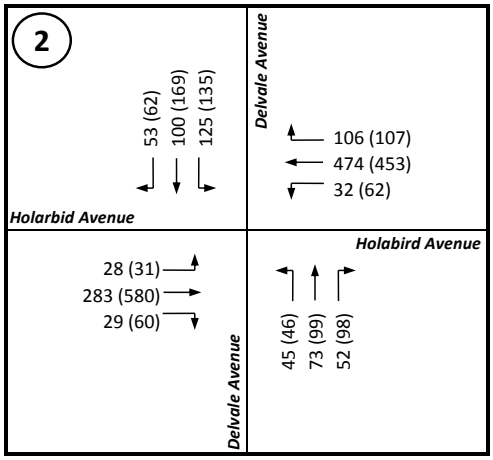
Observations were conducted during the AM and PM truck peak periods on Broening Highway, Peninsula Expressway, Merritt Boulevard, Holabird Avenue, and Delvale Avenue to evaluate truck movements and review the existing roadway characteristics throughout the study area. Truck peak periods were determined based on turning movement count data provided by BMC and June 2016 port drayage counts. As noted above, the truck peak hours based on turning movement counts are 8:15-9:15 AM and 3:00-4:00 PM at the study intersections. The June 2016 drayage report indicates that the truck peak hours at the port gate are 10:00-11:00 AM and 2:15-3:15 PM. It should be noted that the turning movement counts include all heavy vehicles while the drayage report only includes trucks to and from the Port.

AM truck peak period observations were conducted on Wednesday, September 7, 2016 and indicate that Port trucks queue on southbound Broening Highway outside of the Seagirt Marine Terminal beginning at approximately 9:00 AM. The maximum number of trucks queued on Broening Highway was 14 trucks, extending approximately 1,000 feet back from the Seagirt cargo gate entrance. Additionally, the majority of trucks entering the Seagirt Marine Terminal appeared to originate from Keith Avenue, with few Port trucks traversing the other study roadways.

PM truck peak period observations were conducted on Thursday, September 8, 2016. During the PM truck peak period, fewer trucks were observed queueing on southbound Broening Highway, with a maximum truck queue of three trucks occurring just before 4:00 PM. Port trucks exiting the Port were observed travelling to both Keith Avenue and Holabird Avenue, though trucks traversing Holabird Avenue were primarily observed turning left to go north on Dundalk Avenue instead of continuing along Holabird Avenue or traversing the other study roadways such as Delvale Avenue, Peninsula Expressway, or Merritt Boulevard.





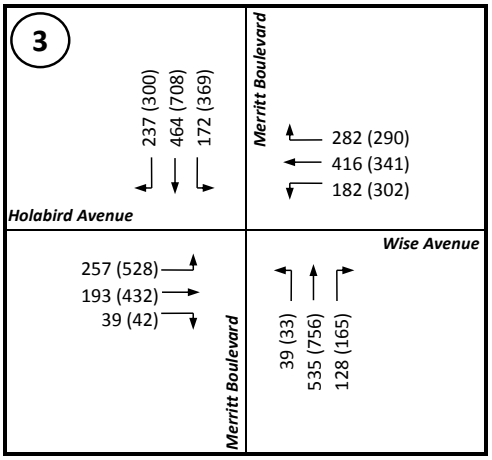


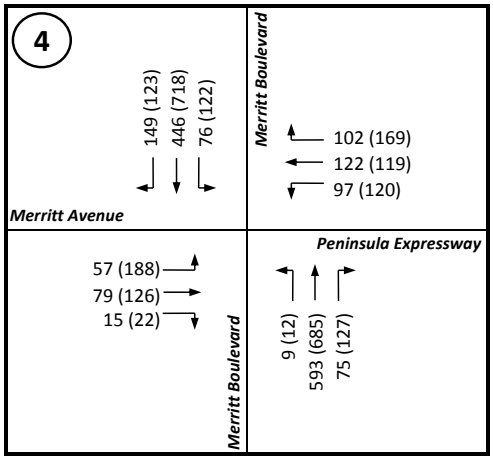
LEGEND

- Right Turn Movement
- Through Movement
- Left Turn Movement

XX (XX): AM (PM) Peak Hour Vehicular Volume

X Intersection Number

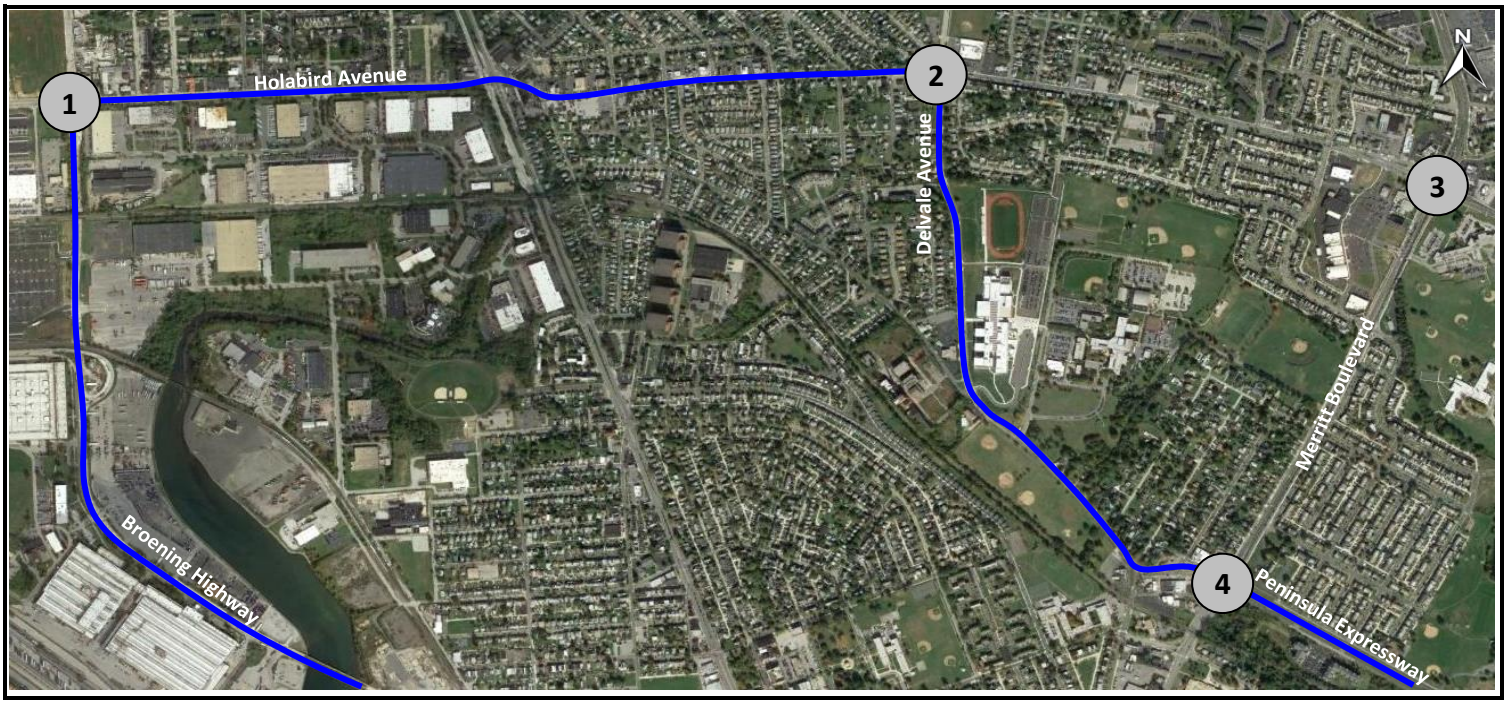




Port-2-Point

Figure 2

Existing AM and PM Truck Peak Hour Total Traffic Volumes



1

Holabird Avenue: 4 (3), 9 (3), 2 (2)

Broening Highway: 0 (2), 25 (27), 49 (20)

Broening Highway: 8 (3), 19 (26), 43 (33)

Holabird Avenue: 27 (36), 4 (3), 27 (52)

2

Holarbid Avenue: 0 (0), 2 (0), 4 (1)

Delvale Avenue: 3 (0), 17 (16), 0 (2)

Delvale Avenue: 0 (0), 9 (12), 12 (24)

Holabird Avenue: 17 (10), 1 (0), 1 (3)

LEGEND

- Right Turn Movement
- Through Movement
- Left Turn Movement

XX (XX): AM (PM) Peak Hour Vehicular Volume

(X) Intersection Number

3

Truck Volumes Not Available

4

Merritt Avenue: 2 (1), 10 (7), 6 (1)

Merritt Boulevard: 6 (4), 17 (12), 2 (1)

Merritt Boulevard: 1 (2), 14 (20), 0 (1)

Peninsula Expressway: 0 (0), 8 (15), 4 (4)

Port-2-Point

Figure 3

Existing AM and PM Truck Peak Hour Truck Traffic Volumes

STV 100 Years

The roadways within the study area were examined to evaluate existing roadway characteristics to understand where an increase in freight traffic may be likely to have the least impact to the surrounding community. The existing roadway characteristics are documented below:

Broening Highway
Broening Highway is a four lane roadway north of Dunhill Road and a two lane roadway south of Dunhill Road. The Baltimore County functional classification map classifies this roadway as a primary arterial. Broening Highway does not have a median and has sound barrier walls along the east side beginning south of Belclare Road. The primary land uses along Broening Highway are industrial (east side north of Belclare Road and west side) and residential (east side south of Belclare Road). Broening Highway provides direct access to both the Seagirt and Dundalk Marine Terminals.

Holabird Avenue
Holabird Avenue is a four lane roadway west of Dundalk Avenue and a two lane roadway east of Dundalk Avenue. The Baltimore County functional classification map classifies this roadway as a primary arterial. There are several small commercial properties along the north side of Holabird Avenue between Broening Highway and Delvale Avenue. East of Dundalk Avenue, the primary land use on the south side of Holabird Avenue is residential. Crossing guards were observed at the intersection of Holabird Avenue at Delvale Avenue during the PM truck peak hour in addition to a number of school aged children.

Merritt Boulevard
Merritt Boulevard is a four lane roadway with a large median and bicycle lanes between Peninsula Expressway and Holabird Avenue. The Baltimore County functional classification map classifies this roadway as a minor arterial. There are residential properties bordering Merritt Boulevard along both sides, though the east side has a frontage roadway to access the residential driveways.

Delvale Avenue
Delvale Avenue is a two lane roadway with no median and is classified as a minor arterial. There are residential properties along both sides of Delvale Avenue, though there are no residential driveways along this route. Dundalk High School and Sollers Point Technical High School are located on the east side of Delvale Avenue.

Peninsula Expressway
Peninsula Expressway is a four lane roadway and is classified as a minor arterial. West of the draw bridge, there is a median and the primary land uses are residential and park land on either side. The land east of the drawbridge is currently unoccupied and will become part of the Tradepoint Atlantic facility.

Existing Surface Street Traffic Analysis

Existing signal timings for the two intersections on Merritt Boulevard and for Broening Highway at Holabird Avenue were obtained from an existing conditions Synchro model obtained from SHA. The timings for Holabird Avenue at Delvale Avenue were provided by BMC. Existing traffic conditions were analyzed using Synchro 8 software at the four intersections based on the traffic counts shown in Figure 1. Synchro is an analysis program used to model and evaluate traffic conditions based on the methodology from the Highway Capacity Manual (HCM). The primary measures of effectiveness (MOEs) considered as part of this evaluation were Level of Service (LOS), which is based on average seconds of delay per vehicle, and volume-to-capacity (v/c) ratio. **Table 1** summarizes the overall LOS, delay, and v/c ratio at each of the surface street intersections. The AM and PM truck peak hour Synchro outputs are included as **Attachment B**.

Table 1: Existing Conditions HCM Summary

Intersection	AM			PM		
	LOS	Delay	v/c	LOS	Delay	v/c
1. Broening Highway at Holabird Avenue	C	29.2	0.36	C	29.6	0.38
2. Holabird Avenue at Delvale Avenue	B	11.6	0.58	B	18.1	0.64
3. Merritt Boulevard at Holabird Avenue	C	34.6	0.58	E	55.7	0.80
4. Merritt Boulevard at Peninsula Expressway	C	22.5	0.38	C	27.1	0.51

As shown above, the intersection of Merritt Boulevard at Holabird Avenue operates at LOS E during the PM truck peak hour. All other intersections operate at LOS D or better during both the AM and PM truck peak hours.

Hourly volumes on Broening Highway, Holabird Avenue, and Peninsula Expressway were also compared to LOS thresholds for various roadway types. These thresholds are based on HCM data, and are shown in **Attachment C**. Capacity thresholds for level of service A, B, C, and D are shown on each graph. Level of service A, B, and C indicate traffic operations at or near free flow. Level of service D is generally considered to be the lowest acceptable LOS for traffic operations (LOS E and F are generally considered unacceptable.) Roadway classification for each of the three roads was determined based on the Baltimore County functional classification map.

Figure 4 shows the hourly volumes on Broening Highway north of Authority Drive compared to the estimated hourly volume of a two lane arterial with left turn lanes.

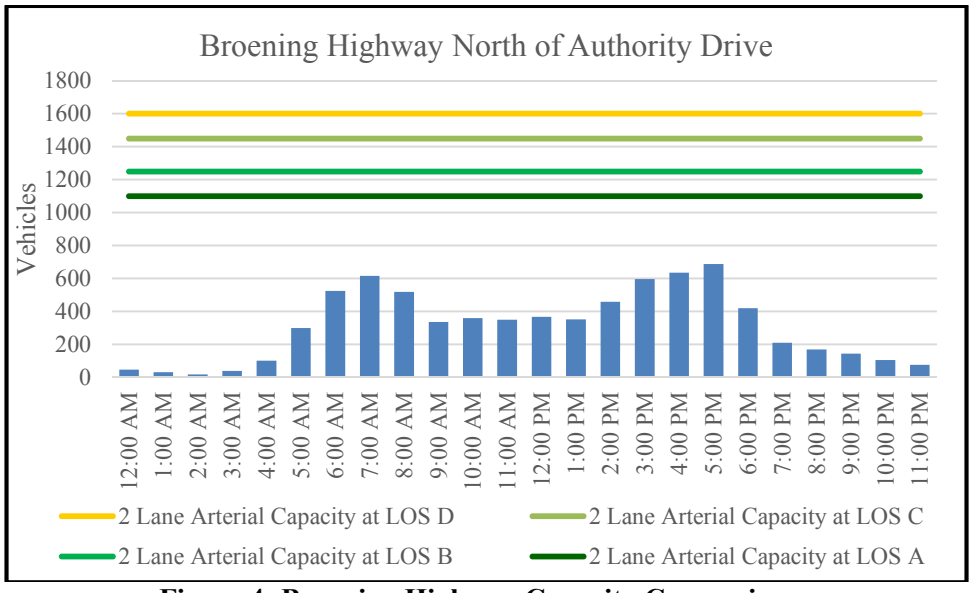


Figure 4: Broening Highway Capacity Comparison

As shown above, the hourly volumes on Broening Highway north of Authority Drive are significantly less than the estimated capacity of this roadway operating at LOS D.

Figure 5 shows the hourly volumes on Holabird Avenue west of Delvale Avenue compared to the estimated hourly volume of a two lane arterial with left turn lanes.

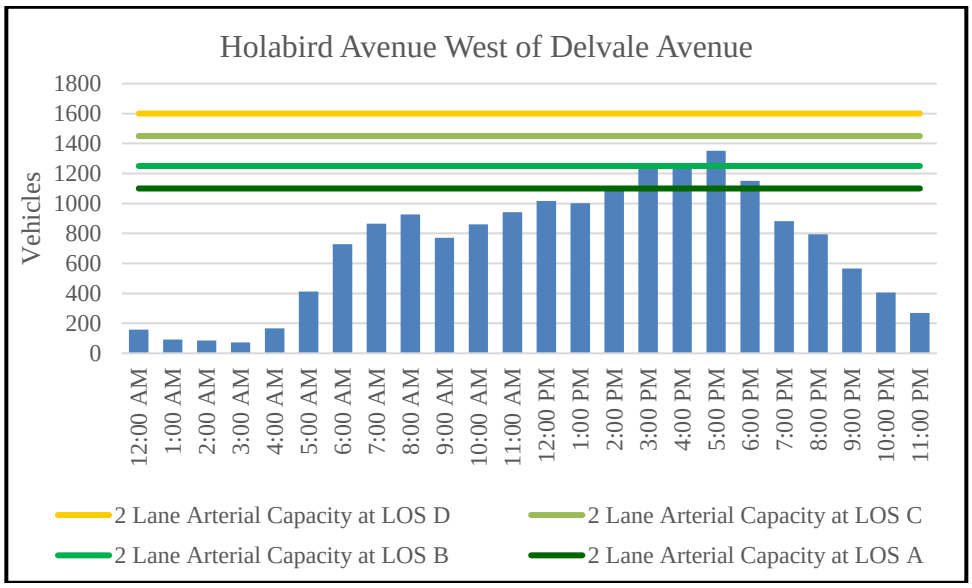


Figure 5: Holabird Avenue Capacity Comparison

As shown above, the hourly volumes on Holabird Avenue west of Delvale Avenue are less than the estimated capacity of this roadway operating at LOS D.

Figure 6 shows the hourly volumes on Peninsula Expressway compared to the estimated hourly volume of a four lane undivided arterial.

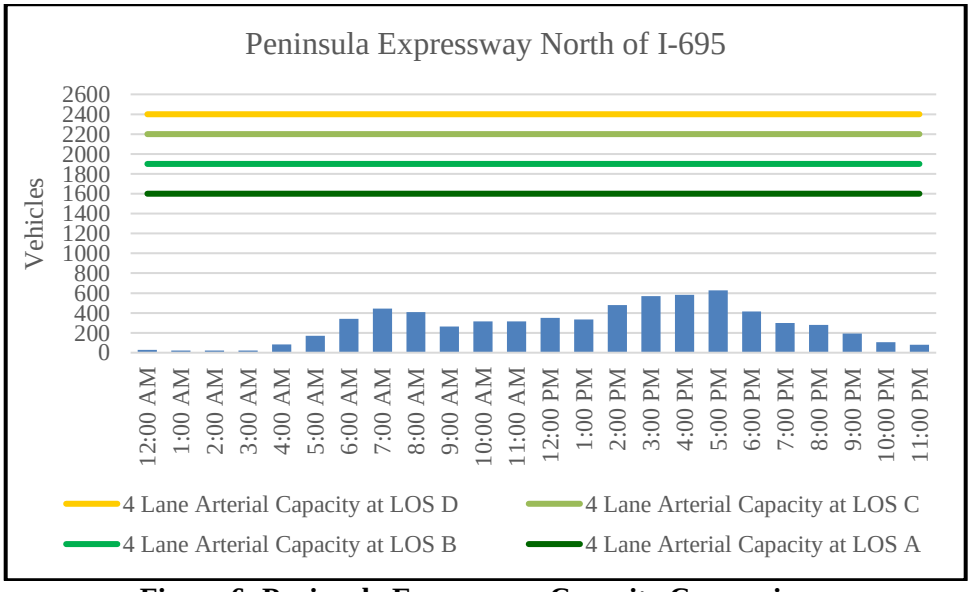


Figure 6: Peninsula Expressway Capacity Comparison

As shown above, the hourly volumes on Peninsula Expressway north of I-695 are significantly less than the estimated capacity of this roadway operating at LOS D.

Existing Freeway Traffic Analysis

Existing traffic conditions on I-695 between Broening Highway and MD 157 were analyzed using Highway Capacity Software (HCS) 2010 for the same AM and PM truck peak hours used in the surface street analysis. Both the freeway section and the merge and diverge sections on I-695 at MD 157 were analyzed. The primary measure of effectiveness (MOE) considered as part of this evaluation were LOS, and density. **Table 2** summarizes the overall LOS and density for I-695.

Table 2: Existing Freeway Conditions HCS Summary

Freeway/Ramp Segment	Ramp Analysis	AM		PM	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
I-695 NB between Broening and MD 157	Freeway	C	19.7	A	7.4
I-695 SB between MD 157 and Broening	Freeway	A	8.0	B	15.3
I-695 NB Off Ramp at MD 157	Diverge	B	17.6	A	3.1
I-695 SB On Ramp from MD 157	Merge	A	8.7	B	15.1

As shown above, all freeway and ramp segments operate at acceptable LOS during both the AM and PM peak hours. Hourly volumes for the on and off ramps at Broening Highway and the on and off ramps at MD 157 were also compared to LOS threshold volumes for a one lane diamond ramp based on HCM Transportation Research Board 2000 data. **Figure 7** shows the 2014 hourly volumes on the I-695 northbound off ramp to Broening Highway compared to the estimated hourly volume of a one lane diamond ramp.

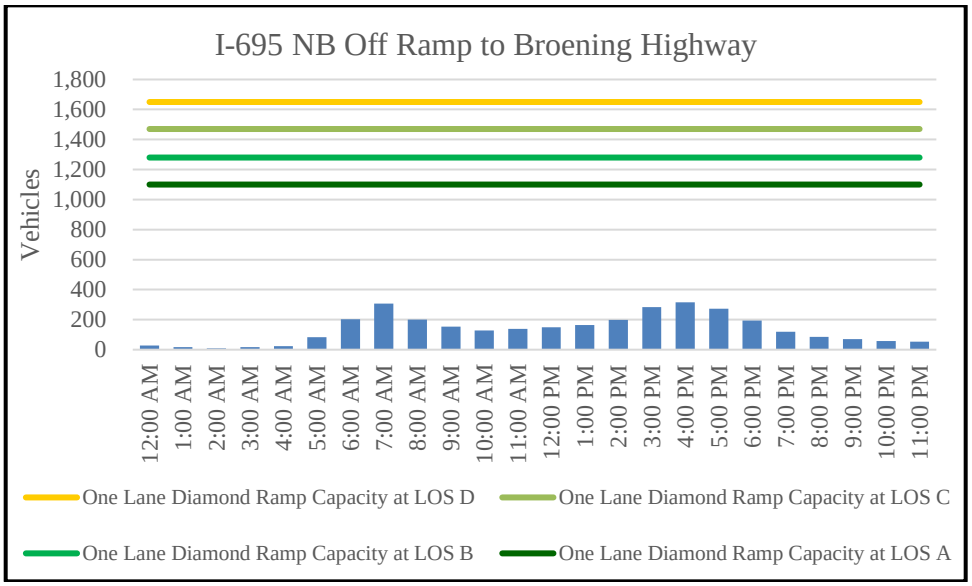


Figure 7: I-695 Off Ramp to Broening Highway Capacity Comparison

As shown above, the hourly volumes on the Broening Highway off ramp are significantly less than the estimated capacity of this roadway operating at LOS D.

Figure 8 shows the 2014 hourly volumes on the I-695 southbound on ramp from Broening Highway compared to the estimated hourly volume of a one lane diamond ramp.

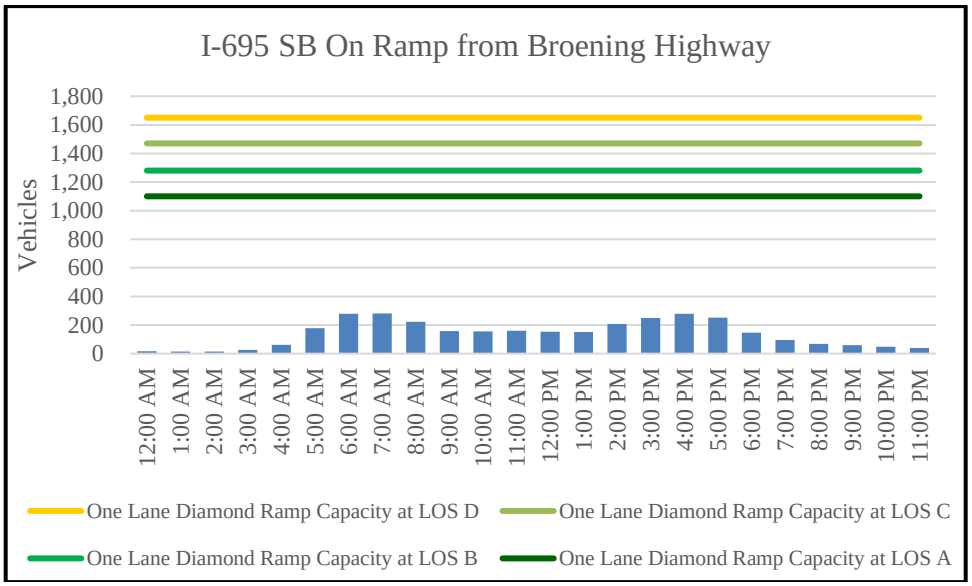


Figure 8: I-695 On Ramp from Broening Highway Capacity Comparison

As shown above, the hourly volumes on the Broening Highway on ramp are significantly less than the estimated capacity of this roadway operating at LOS D.

Figure 9 shows the 2014 hourly volumes on the I-695 northbound off ramp to MD 157 compared to the estimated hourly volume of a one lane diamond ramp.

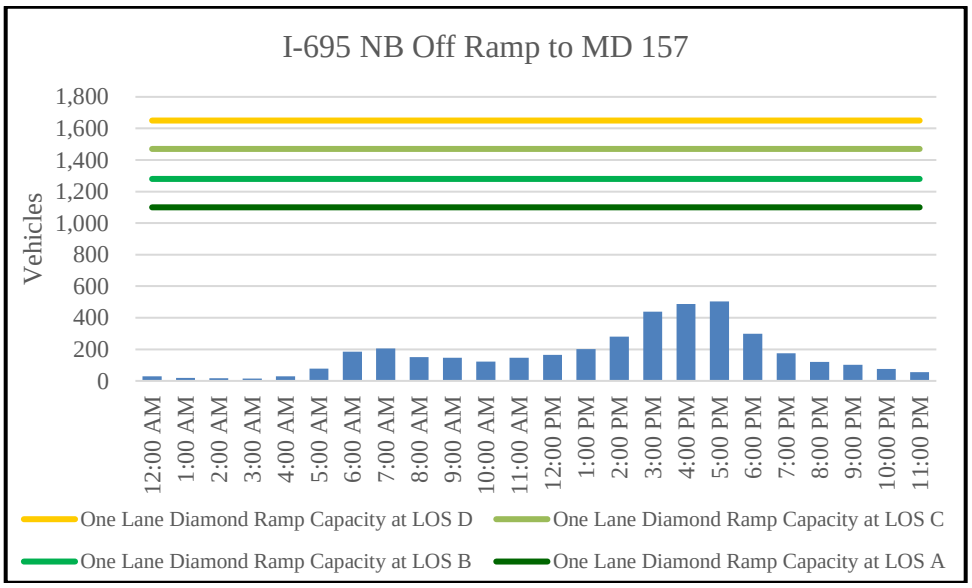


Figure 9: I-695 Off Ramp to MD 157 Capacity Comparison

As shown above, the hourly volumes on the MD 157 off ramp are significantly less than the estimated capacity of this roadway operating at LOS D.

Figure 10 shows the 2008 hourly volumes on the I-695 southbound on ramp from Broening Highway compared to the estimated hourly volume of a one lane diamond ramp.

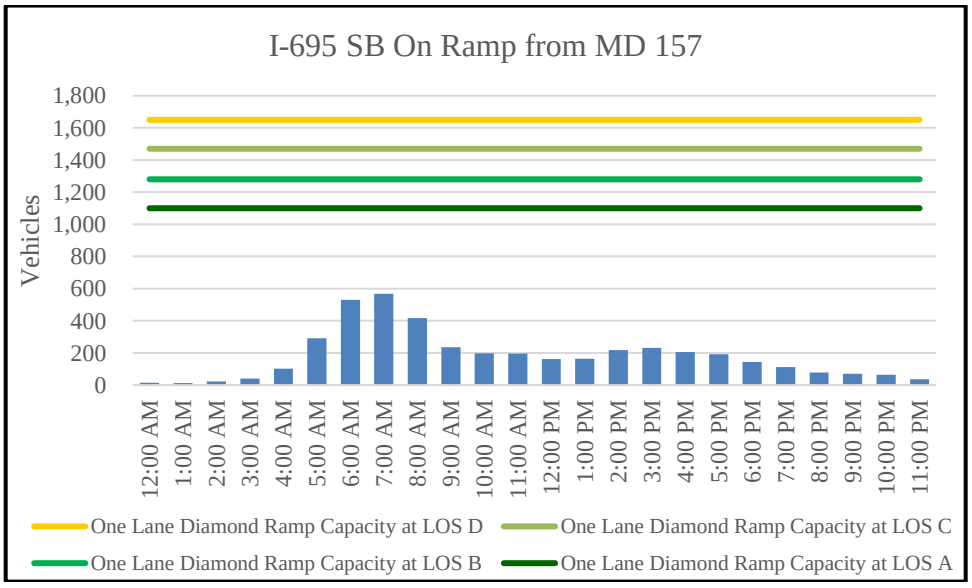


Figure 10: I-695 On Ramp from MD 157 Capacity Comparison

As shown above, the hourly volumes on the Broening Highway on ramp are significantly less than the estimated capacity of this roadway operating at LOS D.

Conclusion

The planned development of the Tradepoint Atlantic site at Sparrows Point is projected to result in an increase in freight traffic between Sparrows Point and the Port of Baltimore. The proposed truck routes between the Port of Baltimore and Sparrows Point include I-695, Broening Highway, Peninsula Expressway, Merritt Boulevard, Holabird Avenue, and Delvale Avenue. The existing conditions of the freeway and surface street segments on these routes were analyzed to determine existing operational characteristics. The surface street analysis showed that the four intersections are operating at LOS D or better during both AM and PM truck peak hours except Merritt Boulevard at Holabird Avenue. This intersection operates at LOS E during the PM truck peak hour under existing conditions. The freeway corridor analysis shows that all of the freeway and ramp segments on I-695 between Broening Highway and MD 157 operate at LOS D or better during both peak hours. Capacity comparisons to threshold volumes for various roadway types for both the surface streets and the ramps show that all roadways and ramps are operating well below estimated acceptable LOS thresholds. Based on this existing conditions analysis, there appears to be adequate excess capacity to support growth in freight traffic on most routes; however, Holabird Avenue is operating at or over capacity during the PM truck peak period. Further study of appropriate routing and the impact of anticipated growth on the area is recommended.

ATTACHMENT

A

Traffic Count Data

File Name: Holabird Ave at Broening Highway
Start Date: 4/21/2016
Start Time: 6:30AM
Site Code: 1

Passenger Cars

	Broening Hwy From North				Holabird Ave From East				Broening Hwy From South				Holabird Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
6:30 AM	11	50	10	0	30	97	4	0	12	5	8	0	6	45	58	0
6:45 AM	18	61	13	0	39	81	2	0	15	10	8	0	7	69	77	0
7:00 AM	10	45	13	0	37	119	10	0	19	11	9	0	6	59	78	0
7:15 AM	16	78	19	0	47	118	9	0	24	13	7	0	6	58	89	0
7:30 AM	16	42	10	0	38	140	13	0	31	12	15	0	11	52	57	0
7:45 AM	9	34	15	0	15	99	13	0	11	8	2	0	5	58	27	0
8:00 AM	7	31	14	0	18	119	9	0	7	10	6	0	6	60	29	0
8:15 AM	10	18	15	1	13	84	9	0	13	2	4	0	3	48	22	0
8:30 AM	14	16	15	0	26	91	11	0	15	10	4	0	6	94	28	0
8:45 AM	14	28	7	0	20	87	12	0	17	12	4	0	1	44	22	0
9:00 AM	17	26	6	0	16	61	9	0	13	3	5	0	7	51	21	0
9:15 AM	10	6	13	0	8	58	16	0	15	7	6	0	7	48	10	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	9	10	8	0	6	59	8	0	15	10	15	0	4	51	13	0
11:15 AM	10	11	9	0	3	73	11	0	17	9	8	0	9	50	12	0
11:30 AM	9	11	7	0	16	54	11	0	21	18	16	0	13	56	20	0
11:45 AM	11	20	5	0	11	59	9	0	23	9	30	0	6	71	21	0
12:00 PM	18	14	8	0	11	62	8	0	13	14	27	0	4	76	14	0
12:15 PM	10	13	3	0	33	63	19	0	17	11	15	0	8	62	33	0
12:30 PM	20	18	6	0	24	70	16	0	18	11	15	0	9	63	27	0
12:45 PM	15	18	7	0	29	80	16	0	14	28	37	0	7	75	26	0
1:00 PM	10	20	5	0	30	59	11	0	22	15	22	0	3	75	23	1
1:15 PM	10	17	8	0	22	88	18	0	21	6	21	0	5	74	15	1
1:30 PM	6	16	6	0	12	62	10	0	17	5	15	0	6	84	16	0
1:45 PM	13	12	8	0	16	76	6	0	9	19	11	0	2	84	11	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	14	6	9	0	5	58	19	0	21	10	13	0	5	104	14	0
3:15 PM	21	7	3	0	7	62	18	0	12	17	9	0	9	123	16	0
3:30 PM	16	8	10	0	6	78	11	0	34	38	20	0	16	113	18	0
3:45 PM	18	15	13	0	9	75	19	0	15	11	14	0	8	130	17	0
4:00 PM	18	8	6	1	6	76	26	0	24	23	13	0	18	117	23	0
4:15 PM	22	9	6	0	3	70	19	0	24	14	10	0	18	128	15	0
4:30 PM	17	6	6	0	7	77	23	0	27	19	11	0	18	135	19	0
4:45 PM	19	8	6	0	8	63	23	0	16	17	13	0	9	111	21	0
5:00 PM	21	19	8	0	6	77	15	0	37	24	14	0	35	138	39	0
5:15 PM	28	12	10	1	13	84	11	0	23	15	9	0	14	138	30	0
5:30 PM	19	42	11	0	22	76	9	0	48	56	29	0	13	117	35	0
5:45 PM	15	43	2	0	51	73	14	0	26	22	17	0	7	113	64	0

File Name: Holabird Ave at Broening Highway
Start Date: 4/21/2016
Start Time: 6:30AM
Site Code: 1

Single Unit Trucks

	Broening Hwy From North				Holabird Ave From East				Broening Hwy From South				Holabird Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
6:30 AM	0	0	0	0	0	3	1	0	1	1	1	0	0	1	1	0
6:45 AM	0	0	1	0	3	2	0	0	1	0	0	0	0	1	1	0
7:00 AM	0	0	0	0	1	3	0	0	0	1	1	0	0	8	0	0
7:15 AM	1	0	1	0	5	1	1	0	0	1	0	0	0	3	5	0
7:30 AM	1	0	0	0	1	6	0	0	0	0	0	0	0	4	3	0
7:45 AM	0	2	0	0	3	0	0	0	1	0	0	0	0	6	2	0
8:00 AM	0	1	0	0	1	6	1	0	1	1	0	0	0	1	3	0
8:15 AM	0	0	1	0	7	4	0	0	1	0	0	0	2	2	0	0
8:30 AM	0	1	1	0	4	3	0	0	0	1	0	0	0	3	3	0
8:45 AM	2	1	0	0	3	2	0	0	0	0	0	0	0	2	3	0
9:00 AM	0	1	2	0	2	1	0	0	2	0	2	0	0	0	4	0
9:15 AM	0	0	1	0	0	2	0	0	3	0	0	0	0	3	0	0
9:30 AM																
9:45 AM																
10:00 AM																
10:15 AM																
10:30 AM																
10:45 AM																
11:00 AM	2	1	0	0	3	3	0	0	2	1	2	0	0	4	4	0
11:15 AM	0	0	0	0	1	2	0	0	2	2	1	0	0	3	1	0
11:30 AM	0	0	0	0	2	7	0	0	2	0	1	0	0	3	0	0
11:45 AM	0	0	1	0	2	3	0	0	4	0	2	0	0	3	1	0
12:00 PM	3	1	0	0	3	3	1	0	2	0	0	0	1	4	2	0
12:15 PM	2	0	0	0	1	8	0	0	1	1	1	0	1	6	2	0
12:30 PM	1	1	0	0	1	4	0	0	0	0	1	0	0	3	2	0
12:45 PM	1	0	1	0	5	3	1	0	2	0	3	0	0	6	3	0
1:00 PM	0	2	1	0	0	3	2	0	2	1	4	0	0	2	2	1
1:15 PM	0	0	0	0	3	4	0	0	4	0	0	0	0	4	3	0
1:30 PM	1	1	0	0	3	2	1	0	1	0	2	0	2	3	4	0
1:45 PM	1	0	0	0	1	7	0	0	2	1	2	0	0	6	2	0
3:00 PM	1	1	0	0	2	3	0	0	0	0	1	0	0	6	3	0
3:15 PM	0	0	1	0	2	1	0	0	0	0	0	0	0	1	0	0
3:30 PM	0	0	0	0	0	2	1	0	2	0	2	0	1	6	1	0
3:45 PM	1	0	0	0	0	2	0	0	1	0	2	0	2	4	0	0
4:00 PM	0	0	1	0	2	1	0	0	1	0	0	0	1	6	2	0
4:15 PM	0	0	0	0	0	2	0	0	1	0	1	0	0	2	1	0
4:30 PM	1	0	0	0	1	2	0	0	2	0	1	0	1	2	1	0
4:45 PM	0	1	1	0	0	2	0	0	2	0	0	0	0	3	0	0
5:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	5	1	0
5:15 PM	1	0	0	0	0	2	1	0	1	0	0	0	0	5	0	0
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0
5:45 PM	0	0	0	0	0	2	1	0	0	0	1	0	1	2	0	0

File Name: Holabird Ave at Broening Highway
Start Date: 4/21/2016
Start Time: 6:30AM
Site Code: 1

Non-Port Combo Trucks

	Broening Hwy From North				Holabird Ave From East				Broening Hwy From South				Holabird Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
6:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	1	4	0
6:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0
7:00 AM	0	2	0	0	2	1	0	0	0	0	0	0	0	2	8	0
7:15 AM	1	0	0	0	3	3	0	0	1	0	4	0	2	0	5	0
7:30 AM	0	1	0	0	3	1	0	0	3	1	0	0	3	2	1	0
7:45 AM	0	0	0	0	2	2	0	0	2	0	2	0	0	4	3	0
8:00 AM	0	0	0	0	5	1	0	0	6	1	0	0	1	4	1	0
8:15 AM	0	2	0	0	3	2	0	0	7	1	0	0	1	2	3	0
8:30 AM	0	1	0	0	4	3	0	0	2	2	3	0	2	3	10	0
8:45 AM	0	1	0	0	4	3	0	0	3	0	3	0	2	1	7	0
9:00 AM	0	2	0	0	2	4	0	0	4	0	4	0	1	4	8	0
9:15 AM	0	1	0	0	4	4	0	0	5	0	2	0	0	2	0	0
11:00 AM	0	1	1	0	6	4	0	0	4	0	3	0	0	16	7	0
11:15 AM	0	0	0	0	3	3	0	0	2	1	0	0	0	5	4	0
11:30 AM	0	0	0	0	3	7	1	0	4	1	4	0	0	3	4	0
11:45 AM	0	0	2	0	7	6	0	0	4	0	2	0	1	11	3	0
12:00 PM	0	1	0	0	2	3	0	0	3	0	8	0	0	3	6	0
12:15 PM	0	1	0	0	1	8	1	0	8	0	6	0	1	6	11	0
12:30 PM	0	1	0	0	1	3	0	0	2	0	4	0	0	4	8	0
12:45 PM	0	1	1	0	1	1	0	0	3	0	3	0	0	3	7	0
1:00 PM	0	0	1	0	1	2	0	0	7	1	7	0	0	3	3	0
1:15 PM	0	0	0	0	3	4	0	0	5	0	4	0	0	3	2	0
1:30 PM	0	1	0	0	3	4	0	0	5	0	4	0	0	3	6	0
1:45 PM	0	0	0	0	3	2	0	0	3	0	2	0	0	2	8	0
3:00 PM	0	0	1	0	2	3	1	0	6	2	11	0	0	1	4	0
3:15 PM	0	1	1	0	2	7	0	0	6	1	3	0	0	2	4	0
3:30 PM	0	1	0	0	0	4	0	0	5	0	3	0	0	1	3	0
3:45 PM	0	0	0	0	0	2	0	0	7	0	4	0	0	5	9	0
4:00 PM	0	0	0	0	2	3	0	0	4	0	3	0	0	2	3	0
4:15 PM	0	1	0	0	0	7	0	0	4	0	2	0	0	2	5	0
4:30 PM	0	1	0	0	2	0	0	0	5	1	2	0	0	4	3	0
4:45 PM	0	0	0	0	0	3	0	0	3	1	4	0	0	3	3	0
5:00 PM	0	0	0	0	0	0	0	0	3	0	4	0	0	2	5	0
5:15 PM	0	0	0	0	0	2	0	0	4	0	5	0	0	2	2	0
5:30 PM	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0
5:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1	0

File Name: Holabird Ave at Broening Highway
Start Date: 4/21/2016
Start Time: 6:30AM
Site Code: 1

Port Trucks

	Broening Hwy From North				Holabird Ave From East				Broening Hwy From South				Holabird Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
6:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	4	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
7:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0
8:00 AM	0	0	0	0	2	0	0	0	1	0	1	0	0	0	2	0
8:15 AM	0	0	0	0	3	1	0	0	2	0	3	0	0	0	2	0
8:30 AM	0	0	0	0	9	1	0	0	0	0	5	0	0	2	2	0
8:45 AM	0	0	0	0	2	0	0	0	2	0	4	0	0	0	0	0
9:00 AM	0	0	0	0	6	1	0	0	4	0	3	0	0	0	1	0
9:15 AM	0	0	0	0	2	0	0	0	1	0	3	0	0	0	1	0
11:00 AM	0	0	0	0	3	0	0	0	3	0	2	0	0	0	1	0
11:15 AM	0	0	0	0	5	0	1	0	1	0	0	0	0	0	3	0
11:30 AM	0	0	0	0	2	1	0	0	2	1	4	0	0	0	1	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0
12:00 PM	0	0	0	0	1	0	0	0	3	0	3	0	0	0	4	0
12:15 PM	0	0	0	0	1	0	0	0	2	0	3	0	0	0	2	0
12:30 PM	0	0	0	0	4	0	0	0	2	0	6	0	0	1	4	0
12:45 PM	0	0	0	0	4	2	0	0	5	1	4	0	0	0	1	0
1:00 PM	0	0	0	0	6	0	0	0	3	0	1	0	0	0	4	0
1:15 PM	0	0	0	0	0	2	0	0	0	0	2	0	1	0	2	0
1:30 PM	0	1	0	0	1	1	0	0	0	0	2	0	0	0	2	0
1:45 PM	0	0	0	0	3	0	0	0	1	0	0	0	0	0	2	0
3:00 PM	0	0	0	0	3	0	0	0	3	0	9	0	0	0	1	0
3:15 PM	0	0	0	0	4	1	0	0	0	0	8	0	0	0	3	0
3:30 PM	0	0	0	0	1	2	0	0	1	0	7	0	0	0	4	0
3:45 PM	0	0	0	0	4	0	0	0	5	0	2	0	0	0	1	0
4:00 PM	0	0	0	0	4	0	0	0	3	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	2	0	0	0	1	0	4	0	0	0	2	0
4:30 PM	0	0	0	0	1	1	0	0	2	1	2	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	5	0	1	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

File Name: Holabird Ave at Broening Highway
Start Date: 4/21/2016
Start Time: 6:30AM
Site Code: 1

Bus

	Broening Hwy From North				Holabird Ave From East				Broening Hwy From South				Holabird Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
6:30 AM	1	0	0	0	0	4	0	0	2	0	0	0	1	2	3	0
6:45 AM	0	1	0	0	0	1	0	0	3	0	0	0	0	1	2	0
7:00 AM	1	1	0	0	0	1	0	0	1	0	1	0	0	0	5	0
7:15 AM	0	2	0	0	0	1	2	0	2	0	2	0	0	2	4	0
7:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	2	0
7:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	1	0
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	0
8:15 AM	2	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0
8:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0
8:45 AM	3	0	0	0	0	0	0	0	2	0	0	0	0	3	2	0
9:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2	1	0
9:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	6	1	0
11:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0
12:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
1:15 PM	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0
1:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0
1:45 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	1	1	0	1	0	0	0	1	0	2	0
3:15 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	2	1	0
3:30 PM	1	0	0	0	0	1	0	0	2	0	0	0	0	0	1	0
3:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:15 PM	3	0	0	0	0	0	0	0	5	0	0	0	0	1	1	0
4:30 PM	0	0	0	0	0	1	0	0	2	0	0	0	0	0	1	0
4:45 PM	1	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0
5:00 PM	3	0	0	0	0	0	0	0	1	0	0	0	0	4	2	0
5:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	3	1	0
5:30 PM	1	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
5:45 PM	1	0	0	0	0	1	0	0	1	0	0	0	0	1	2	0

File Name: Holabird Ave at Broening Highway
Start Date: 4/21/2016
Start Time: 6:30AM
Site Code: 1

Bikes

	Broening Hwy From North				Holabird Ave From East				Broening Hwy From South				Holabird Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1		0
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0

File Name: Holabird Ave at Broening Highway
Start Date: 4/21/2016
Start Time: 6:30AM
Site Code: 1

Peds

	Broening Hwy North		Holabird Ave East		Broening Hwy South		Holabird Ave West	
Start Time	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
6:30 AM	2	0	1	0	8	0	1	0
6:45 AM	2	0	1	0	0	0	0	0
7:00 AM	5	0	0	0	1	0	3	0
7:15 AM	0	0	0	0	1	0	4	0
7:30 AM	0	0	1	0	1	2	0	0
7:45 AM	1	0	0	2	0	0	0	0
8:00 AM	3	0	0	0	0	0	0	0
8:15 AM	0	0	3	0	0	1	0	1
8:30 AM	1	0	2	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0
9:15 AM	1	1	1	0	0	0	0	0
11:00 AM	0	0	2	0	1	0	0	0
11:15 AM	0	0	0	0	0	1	0	0
11:30 AM	1	0	0	0	1	0	1	0
11:45 AM	0	0	0	0	0	0	0	0
12:00 PM	3	0	0	0	0	0	0	0
12:15 PM	1	0	1	0	1	0	0	0
12:30 PM	0	0	1	0	0	1	1	0
12:45 PM	0	0	1	0	1	0	2	0
1:00 PM	6	0	2	0	1	0	0	0
1:15 PM	1	0	3	0	1	0	0	0
1:30 PM	4	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0
3:00 PM	8	0	0	0	1	0	0	0
3:15 PM	5	0	1	0	0	1	1	0
3:30 PM	7	0	1	0	2	0	2	0
3:45 PM	1	0	2	1	7	2	0	0
4:00 PM	1	0	1	0	0	1	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	4	0	1	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0
5:00 PM	1	0	0	0	1	0	0	0
5:15 PM	1	0	1	0	3	1	1	0
5:30 PM	1	0	0	0	3	0	2	0
5:45 PM	2	0	1	0	0	2	0	0

File Name: Holabird Ave at Delvale Ave
Start Date: 4/21/2016
Start Time: 6:30AM
Site Code: 2

Passenger Cars

	Delvale Ave From North				Holabird Ave From East				Delvale Ave From South				Holabird Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
6:30 AM	8	12	2	0	4	137	12	0	5	8	3	0	3	39	10	0
6:45 AM	3	18	5	0	4	152	17	0	9	11	8	0	4	44	11	0
7:00 AM	12	20	9	0	3	140	24	0	11	17	17	0	2	55	11	0
7:15 AM	12	61	7	0	11	130	14	0	15	25	18	0	4	75	16	0
7:30 AM	11	66	6	0	16	143	33	0	21	61	22	0	4	65	15	0
7:45 AM	22	28	13	0	10	152	54	0	18	41	14	0	15	49	8	0
8:00 AM	39	38	26	0	6	139	61	0	10	48	9	0	15	83	5	0
8:15 AM	51	37	31	0	8	141	51	0	13	32	6	0	12	59	3	0
8:30 AM	34	20	12	0	2	120	19	0	0	16	27	0	6	85	4	0
8:45 AM	18	18	6	0	9	120	16	0	7	9	7	0	6	57	5	0
9:00 AM	14	15	4	0	9	73	17	0	6	11	9	0	3	69	5	0
9:15 AM	10	11	3	0	11	75	15	0	7	12	9	0	5	70	5	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	19	23	6	0	6	88	16	0	4	13	17	0	4	84	4	0
11:15 AM	15	21	9	0	8	89	19	0	13	15	15	0	11	83	5	0
11:30 AM	13	19	5	0	4	113	14	0	10	13	17	0	3	89	2	0
11:45 AM	12	18	8	0	12	98	17	0	7	20	18	0	8	91	4	0
12:00 PM	12	24	6	0	13	87	19	0	2	13	9	0	5	99	4	0
12:15 PM	16	16	13	0	8	94	16	0	14	19	17	0	4	87	8	0
12:30 PM	14	24	6	0	6	130	14	0	11	21	20	0	9	107	7	0
12:45 PM	14	21	7	0	12	98	16	0	11	17	11	0	9	84	5	0
1:00 PM	15	18	3	0	6	101	15	0	7	23	17	0	8	100	3	0
1:15 PM	6	18	3	0	9	93	19	0	5	8	8	0	4	93	3	0
1:30 PM	8	22	7	0	7	104	23	0	9	18	18	0	5	101	4	0
1:45 PM	16	22	8	0	10	92	21	0	6	14	13	0	9	110	6	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	45	45	21	0	16	101	28	0	12	30	23	0	10	121	13	0
3:15 PM	39	46	18	0	16	118	32	0	6	18	30	0	3	117	10	0
3:30 PM	24	37	6	0	10	107	26	0	8	23	20	0	9	177	6	0
3:45 PM	23	31	15	0	13	110	19	0	9	25	19	0	9	147	7	0
4:00 PM	36	47	11	0	11	91	22	0	10	24	22	0	9	169	13	0
4:15 PM	34	26	15	0	5	113	31	0	13	19	13	0	10	147	9	0
4:30 PM	33	42	9	0	12	110	18	0	12	28	25	0	9	159	16	0
4:45 PM	31	30	18	0	6	110	28	0	13	27	18	0	0	137	9	0
5:00 PM	34	36	12	0	9	123	27	0	6	31	23	0	13	166	8	0
5:15 PM	27	42	13	0	9	142	16	0	3	34	18	0	6	164	14	0
5:30 PM	33	53	8	0	23	139	23	0	14	28	25	0	9	167	14	0
5:45 PM	30	50	16	0	18	132	21	0	14	19	19	0	13	156	15	0

File Name: Holabird Ave at Delvale Ave
Start Date: 4/21/2016
Start Time: 6:30AM
Site Code: 2

Single Unit Trucks

	Delvale Ave From North				Holabird Ave From East				Delvale Ave From South				Holabird Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
6:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
6:45 AM	0	0	1	0	0	2	1	0	0	0	1	0	0	1	0	0
7:00 AM	1	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0
7:15 AM	0	0	0	0	0	2	1	0	1	0	0	0	0	3	0	0
7:30 AM	1	1	0	0	0	0	0	0	3	0	0	0	0	2	0	0
7:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0
8:00 AM	0	0	0	0	0	1	1	0	0	0	1	0	0	2	2	0
8:15 AM	2	1	0	0	0	0	0	0	3	0	1	0	0	1	0	0
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
8:45 AM	0	0	0	0	0	2	2	0	1	0	0	0	0	2	1	0
9:00 AM	1	1	0	0	0	4	0	0	0	1	0	0	0	3	1	0
9:15 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	2	0	0	2	1	0	0	0	2	0	0
11:15 AM	0	0	1	0	0	3	0	0	1	0	0	0	0	1	2	0
11:30 AM	2	1	1	0	1	6	1	0	0	0	1	0	1	1	1	0
11:45 AM	0	0	0	0	0	4	0	0	1	0	0	0	0	1	1	0
12:00 PM	0	1	1	0	0	3	2	0	0	0	0	0	0	2	4	0
12:15 PM	0	0	0	0	1	2	0	0	1	0	0	0	0	2	3	0
12:30 PM	1	0	0	0	0	2	1	0	1	0	1	0	0	3	0	0
12:45 PM	0	0	1	0	0	3	0	0	2	0	0	0	0	1	1	0
1:00 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	6	0	0
1:15 PM	1	0	0	0	0	1	0	0	1	0	0	0	0	5	2	0
1:30 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	2	1	0
1:45 PM	0	0	0	0	0	5	0	0	1	0	1	0	0	2	2	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	1	0	0	0	0	2	0	0	0	0	2	0	0	1	0	0
3:15 PM	0	0	0	0	0	3	0	0	0	0	1	0	0	2	0	0
3:30 PM	0	0	0	0	1	5	0	0	0	0	0	0	0	1	0	0
3:45 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	1	3	0
4:00 PM	0	0	0	0	0	3	0	0	0	0	1	0	0	0	1	0
4:15 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	1	1	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
5:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	1	0	0

File Name: Holabird Ave at Delvale Ave
Start Date: 4/21/2016
Start Time: 6:30AM
Site Code: 2

Non-Port Combo Trucks

	Delvale Ave From North				Holabird Ave From East				Delvale Ave From South				Holabird Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
6:30 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:45 AM	0	0	0	0	0	1	0	0	2	0	0	0	0	1	0	0
8:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	5	0	0	3	0	0	0	0	0	0	0
8:30 AM	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
11:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	2	0
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	2	0
12:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	1	2	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	0
12:45 PM	1	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0
1:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
1:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
1:45 PM	0	0	0	0	0	1	0	0	2	0	0	0	0	0	4	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	1	0
3:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	0
3:45 PM	0	0	0	0	0	1	0	0	2	0	0	0	0	0	2	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0

File Name: Holabird Ave at Delvale Ave
Start Date: 4/21/2016
Start Time: 6:30AM
Site Code: 2

Port Trucks

	Delvale Ave From North				Holabird Ave From East				Delvale Ave From South				Holabird Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	2	0	0	0	0	0	1	0
8:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0
8:30 AM	0	0	0	0	0	3	0	0	4	0	0	0	0	0	3	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	1	4	0
9:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
11:15 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	2	2	0
12:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	5	0
3:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	5	0
3:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0
3:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: Holabird Ave at Delvale Ave
Start Date: 4/21/2016
Start Time: 6:30AM
Site Code: 2

Bus

	Delvale Ave From North				Holabird Ave From East				Delvale Ave From South				Holabird Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
6:30 AM	0	0	0	0	0	1	1	0	0	0	3	0	0	1	0	0
6:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
7:00 AM	1	0	0	0	6	0	1	0	0	0	5	0	0	0	0	0
7:15 AM	0	7	0	0	4	0	1	0	0	6	3	0	1	0	0	0
7:30 AM	1	3	0	0	0	1	2	0	1	6	2	0	0	0	0	0
7:45 AM	1	1	0	0	0	0	0	0	0	1	0	0	0	2	1	0
8:00 AM	4	4	1	0	1	2	2	0	0	2	1	0	0	1	0	0
8:15 AM	3	6	0	0	0	2	0	0	0	4	0	0	0	1	0	0
8:30 AM	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
8:45 AM	0	2	0	0	2	0	0	0	2	0	1	0	0	1	0	0
9:00 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	2	0	0
9:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	1	0	0	1	1	0	0	1	0	0
11:30 AM	0	0	0	0	3	0	0	0	0	0	2	0	0	0	1	0
11:45 AM	0	0	0	0	2	0	1	0	0	0	0	0	0	1	1	0
12:00 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	1	1	0
12:15 PM	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	1	1	0	0	1	0	0	0	2	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
1:00 PM	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
1:30 PM	0	1	0	0	1	0	1	0	0	1	2	0	0	0	0	0
1:45 PM	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	1	0	0	1	0	0	0	0	3	0	0	0	2	0	0
3:15 PM	2	2	1	0	3	1	0	0	1	0	2	0	0	0	0	0
3:30 PM	0	6	0	0	1	0	1	0	0	0	1	0	0	3	0	0
3:45 PM	1	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0
4:00 PM	1	0	0	0	1	1	1	0	0	3	3	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
4:45 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	1	0	0
5:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0

File Name: Holabird Ave at Delvale Ave
Start Date: 4/21/2016
Start Time: 6:30AM
Site Code: 2

Bikes

	Delvale Ave From North				Holabird Ave From East				Delvale Ave From South				Holabird Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: Holabird Ave at Delvale Ave
Start Date: 4/21/2016
Start Time: 6:30AM
Site Code: 2

Peds

	Delvale Ave North		Holabird Ave East		Delvale Ave South		Holabird Ave West	
Start Time	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
6:30 AM	0	0	0	0	0	0	0	0
6:45 AM	2	0	0	0	1	0	0	0
7:00 AM	5	1	7	0	3	0	2	0
7:15 AM	6	0	14	1	1	1	0	0
7:30 AM	1	0	5	0	2	0	1	0
7:45 AM	6	0	11	1	1	2	1	0
8:00 AM	9	0	8	0	2	1	1	0
8:15 AM	3	0	2	0	0	0	0	0
8:30 AM	0	0	4	0	3	0	0	0
8:45 AM	4	0	0	0	1	0	1	0
9:00 AM	1	0	2	0	2	0	0	0
9:15 AM	4	0	2	0	1	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0
11:00 AM	2	1	1	0	5	0	1	0
11:15 AM	3	0	0	0	3	0	0	0
11:30 AM	1	0	0	0	3	0	0	0
11:45 AM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	4	0	3	0	3	0	0	0
12:30 PM	0	1	0	0	3	0	0	0
12:45 PM	3	1	3	1	1	0	0	0
1:00 PM	2	0	4	0	4	0	0	0
1:15 PM	3	0	1	0	3	0	0	0
1:30 PM	3	0	0	0	2	0	1	0
1:45 PM	5	0	3	1	1	0	3	2
2:00 PM	0	0	0	0	0	0	7	0
2:15 PM	0	0	0	0	0	0	3	0
2:30 PM	0	0	0	0	0	0	2	0
2:45 PM	0	0	0	0	0	0	0	0
3:00 PM	3	0	23	2	4	1	2	0
3:15 PM	7	0	17	0	5	0	2	0
3:30 PM	6	0	5	0	3	0	0	1
3:45 PM	5	0	3	0	3	4	0	0
4:00 PM	3	0	3	1	4	0	0	0
4:15 PM	2	1	0	0	2	0	0	0
4:30 PM	3	0	3	1	6	0	0	0
4:45 PM	1	2	10	0	2	0	0	0
5:00 PM	5	2	3	0	4	0	0	0
5:15 PM	2	0	0	0	1	0	0	0
5:30 PM	2	0	3	0	6	0	0	0
5:45 PM	3	0	4	0	4	0	1	2

Maryland Department of Transportation
State Highway Administration Data Services Engineering Division
Turning Movement Count Study - Field Sheet

Station ID: S2003030007 **County:** Baltimore **Comments:** LOS AM:A PM:B

Date: Wednesday 01/11/2012 **Town:** none

Location: MD 157 at HOLABIRD AVE/WISE A **Weather:** Clear

Interval (dd): 15 min

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-19:00P	Start	End	Volume	LOS	V/C
		07:15	08:15	3336	A			16:30	17:30	4444	B	

Hour Begin	MD 157 From North					MD 157 From South					Wise Ave From East					Holabird Ave From West					Grand Total
	U.Tur	Left	Through	Right	TOTAL	U.Turn	Left	Throug	Right	TOTAL	U.Turn	Left	Throug	RIGHT	TOTAL	U.Turn	Left	Through	Right	TOTAL	
6:00	0	12	46	27	85	0	3	51	13	67	0	19	69	41	129	0	14	24	4	42	323
6:15	0	23	76	45	144	0	5	79	19	103	0	23	77	40	140	0	37	20	5	62	449
6:30	0	23	60	41	124	0	2	92	16	110	0	33	126	51	210	0	47	26	4	77	521
6:45	0	31	99	50	180	0	6	115	15	136	0	40	78	42	160	0	36	39	4	79	555
7:00	0	52	123	59	234	0	6	123	28	157	0	40	112	54	206	0	56	42	5	103	700
7:15	**0**	**54**	**119**	**83**	**256**	**0**	**12**	**123**	**26**	**161**	**0**	**56**	**142**	**82**	**280**	**0**	**59**	**58**	**4**	**121**	**818**
7:30	**1**	**56**	**132**	**64**	**252**	**0**	**10**	**139**	**36**	**185**	**0**	**56**	**120**	**85**	**261**	**0**	**61**	**65**	**8**	**134**	**832**
7:45	**0**	**53**	**123**	**84**	**260**	**0**	**6**	**154**	**31**	**191**	**0**	**46**	**157**	**70**	**273**	**0**	**66**	**78**	**14**	**158**	**882**
8:00	**0**	**41**	**118**	**67**	**226**	**0**	**5**	**132**	**40**	**177**	**0**	**52**	**132**	**64**	**248**	**0**	**78**	**65**	**10**	**153**	**804**
8:15	0	42	134	80	256	0	13	142	31	186	0	46	119	61	226	0	71	57	9	137	805
8:30	2	52	116	55	223	0	8	133	43	184	0	47	108	80	235	0	75	51	11	137	779
8:45	1	41	105	49	195	0	7	129	31	167	0	51	120	65	236	0	44	47	9	100	698
9:00	1	33	109	53	195	0	11	131	23	165	0	38	69	76	183	0	67	38	10	115	658
9:15	1	47	103	45	195	0	19	134	21	174	0	25	60	82	167	1	71	36	11	118	654
9:30	0	62	85	39	186	0	8	134	24	166	0	27	66	62	155	1	57	34	10	101	608
9:45	1	50	110	41	201	0	27	116	23	166	0	42	68	73	183	0	50	49	11	110	660
10:00	0	52	93	42	187	0	12	108	27	147	0	44	65	61	170	0	76	47	11	134	638
10:15	0	55	110	64	229	0	5	107	36	148	0	58	61	74	193	0	72	47	10	129	699
10:30	0	55	104	64	223	0	11	117	24	152	0	41	54	51	146	0	71	52	11	134	655
10:45	3	58	104	57	219	0	4	110	33	147	0	52	70	86	208	0	94	57	9	160	734

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Interval (dd): 15 min

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-19:00P	Start	End	Volume	LOS	V/C
		07:15	08:15	3336	A			16:30	17:30	4444	B	

11:00	0	53	122	53	228	0	7	119	33	159	0	55	72	70	197	0	76	51	7	134	718
11:15	0	76	121	71	268	0	14	131	35	180	0	56	66	52	174	0	87	43	9	139	761
11:30	3	68	127	70	265	0	10	157	34	201	0	59	74	87	220	0	90	56	8	154	840
11:45	2	59	121	64	244	0	12	143	26	181	0	52	60	86	198	0	103	54	5	162	785
12:00	2	74	138	65	277	1	7	146	49	202	0	73	86	82	241	0	93	60	6	159	879
12:15	3	72	140	81	293	0	11	145	51	207	0	52	61	78	191	0	84	62	7	153	844
12:30	2	54	136	82	272	0	4	133	44	181	0	65	82	63	210	0	97	68	7	172	835
12:45	0	57	169	50	276	0	6	158	27	191	1	60	78	75	213	0	95	62	8	165	845
13:00	1	76	168	72	316	0	13	176	44	233	0	45	69	32	146	0	100	63	9	172	867
13:15	2	64	124	64	252	0	11	128	24	163	0	60	71	84	215	0	111	50	7	168	798
13:30	3	65	131	50	246	0	9	167	32	208	0	49	73	58	180	0	98	52	9	159	793
13:45	3	76	134	61	271	0	7	145	25	177	0	45	71	78	194	0	81	59	8	148	790
14:00	0	68	137	67	272	0	2	126	36	164	1	71	75	70	216	0	99	91	7	197	849
14:15	1	87	166	68	321	0	9	177	33	219	0	68	92	62	222	0	108	69	7	184	946
14:30	2	78	150	61	289	0	9	151	38	198	0	64	104	73	241	0	126	96	14	236	964
14:45	2	88	120	84	292	0	7	184	36	227	2	82	81	69	232	0	130	102	8	240	991
15:00	0	105	171	62	338	0	7	161	31	199	0	54	76	56	186	0	143	123	12	278	1001
15:15	0	89	199	92	380	0	4	217	48	269	0	82	68	60	210	0	127	105	11	243	1102
15:30	0	90	171	77	338	0	9	187	38	234	0	81	102	96	279	0	135	96	10	241	1092
15:45	1	84	167	69	320	0	13	191	48	252	1	84	95	78	257	0	123	108	9	240	1069
16:00	2	81	176	64	321	0	10	220	44	274	0	82	60	71	213	0	115	93	10	218	1026
16:15	2	99	199	73	371	0	6	203	51	260	0	68	88	82	238	0	118	104	8	230	1099
16:30	**1**	**113**	**198**	**70**	**381**	**0**	**6**	**205**	**39**	**250**	**0**	**58**	**69**	**54**	**181**	**0**	**132**	**121**	**10**	**263**	**1075**
16:45	**0**	**96**	**227**	**69**	**392**	**1**	**6**	**201**	**45**	**252**	**0**	**88**	**76**	**67**	**231**	**0**	**151**	**111**	**10**	**272**	**1147**
17:00	**0**	**71**	**214**	**67**	**352**	**1**	**10**	**208**	**43**	**261**	**0**	**90**	**79**	**74**	**243**	**1**	**132**	**122**	**9**	**263**	**1119**
17:15	**1**	**74**	**215**	**83**	**372**	**0**	**6**	**160**	**58**	**224**	**0**	**75**	**82**	**86**	**243**	**0**	**131**	**123**	**10**	**264**	**1103**

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Date: Wednesday 01/11/2012 **Town:** none

Location: MD 157 at HOLABIRD AVE/WISE A **Weather:** Clear

Interval (dd): 15 min

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-19:00P	Start	End	Volume	LOS	V/C
		07:15	08:15	3336	A			16:30	17:30	4444	B	

17:30	0	73	171	61	305	0	11	203	54	268	0	84	100	69	253	0	118	92	8	218	1044
17:45	2	81	163	63	307	0	10	161	49	220	0	77	79	61	217	0	99	111	7	217	961
18:00	1	80	183	67	330	0	7	172	44	223	0	71	83	74	228	0	90	95	7	192	973
18:15	0	76	186	50	312	0	11	141	32	184	0	69	98	94	261	0	83	103	6	192	949
18:30	0	99	134	51	284	0	9	158	49	216	0	69	90	68	227	0	73	74	6	153	880
18:45	0	89	143	52	284	0	7	143	44	194	0	45	53	53	151	0	68	87	8	163	792
TOTAL:	**46**	**3407**	**7190**	**3242**	**13839**	**3**	**450**	**7686**	**1824**	**9960**	**5**	**2969**	**4386**	**3562**	**10917**	**3**	**4618**	**3638**	**437**	**8693**	**43409**
AM Peak:	**1**	**204**	**492**	**298**	**994**	**0**	**33**	**548**	**133**	**714**	**0**	**210**	**551**	**301**	**1062**	**0**	**264**	**266**	**36**	**566**	**3336**
PM Peak:	**2**	**354**	**854**	**289**	**1497**	**2**	**28**	**774**	**185**	**987**	**0**	**311**	**306**	**281**	**898**	**1**	**546**	**477**	**39**	**1062**	**4444**

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		07:15	08:15	3336	A			16:30	17:30	4444	B	

	MD 157 North Leg			MD 157 South Leg			Wise Ave East Leg			Holabird Ave West Leg		
Hour Ending	School Children	Pedestrians	Bicycles	School Children	Pedestrains	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
6:00	0	1	0	0	0	0	0	0	0	0	0	0
6:15	0	2	0	0	0	0	0	0	0	0	1	0
6:30	0	0	0	0	1	0	0	2	0	0	1	0
6:45	0	0	0	0	1	0	0	0	0	0	0	0
7:00	0	0	0	0	2	0	0	1	0	0	1	0
7:15	0	1	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	1	0	0	0	0	0	0	0
7:45	0	0	0	0	4	0	0	1	0	0	1	0
8:00	0	3	0	0	5	0	0	0	0	0	1	0
8:15	0	7	0	0	5	0	0	0	0	0	1	0
8:30	0	1	0	0	0	0	0	1	0	0	2	0
8:45	0	1	0	0	0	0	0	0	0	0	1	0
9:00	0	0	0	0	0	0	0	0	0	0	3	0
9:15	0	1	0	0	0	0	0	0	0	0	0	0
9:30	0	1	0	0	1	0	0	0	0	0	0	0
9:45	0	2	0	0	1	0	0	0	0	0	1	0
10:00	0	0	0	0	0	0	0	0	0	0	1	0
10:15	0	1	0	0	5	0	0	0	0	0	1	0
10:30	0	0	0	0	3	0	0	0	0	0	0	0
10:45	0	3	0	0	3	0	0	0	0	0	0	0
11:00	0	2	0	0	0	0	0	0	0	0	5	0
11:15	0	2	0	0	1	0	0	0	0	0	1	0
11:30	0	1	0	0	2	0	0	0	0	0	0	0
11:45	0	1	0	0	3	0	0	0	0	0	2	0
12:00	0	1	0	0	0	0	0	0	0	0	1	0
12:15	0	1	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	1	0	0	0	0	0	1	0
12:45	0	0	0	0	1	0	0	0	0	0	0	0

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		07:15	08:15	3336	A			16:30	17:30	4444	B	

13:00	0	2	0	0	0	0	0	3	0	0	0	0
13:15	0	1	0	0	2	0	0	0	0	0	3	0
13:30	0	0	0	0	2	0	0	1	0	0	0	0
13:45	0	0	0	0	2	0	0	1	0	0	0	0
14:00	0	1	0	0	1	0	0	0	0	0	0	0
14:15	0	0	0	0	2	0	0	0	0	0	3	0
14:30	0	0	0	0	0	0	0	0	0	0	2	0
14:45	0	1	0	0	3	0	0	0	0	0	1	0
15:00	0	0	0	0	1	0	0	2	0	0	2	0
15:15	0	1	0	0	2	0	0	0	0	0	0	0
15:30	0	0	0	0	3	0	0	1	0	0	1	0
15:45	0	0	0	0	3	0	0	1	0	0	2	0
16:00	0	2	0	0	2	0	0	1	0	0	0	0
16:15	0	0	0	0	5	0	0	1	0	0	0	0
16:30	0	2	0	0	0	0	0	0	0	0	0	0
16:45	0	2	0	0	0	0	0	0	0	0	4	0
17:00	0	2	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	2	0	0	1	0	0	5	0
17:30	0	2	0	0	0	0	0	0	0	0	0	0
17:45	0	1	0	0	2	0	0	0	0	0	0	0
18:00	0	0	0	0	1	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	1	0	0	0	0	0	1	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Total:	**0**	**49**	**0**	**0**	**74**	**0**	**0**	**17**	**0**	**0**	**49**	**0**
AM Peak:	**0**	**4**	**0**	**0**	**10**	**0**	**0**	**1**	**0**	**0**	**2**	**0**
PM Peak:	**0**	**6**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**9**	**0**

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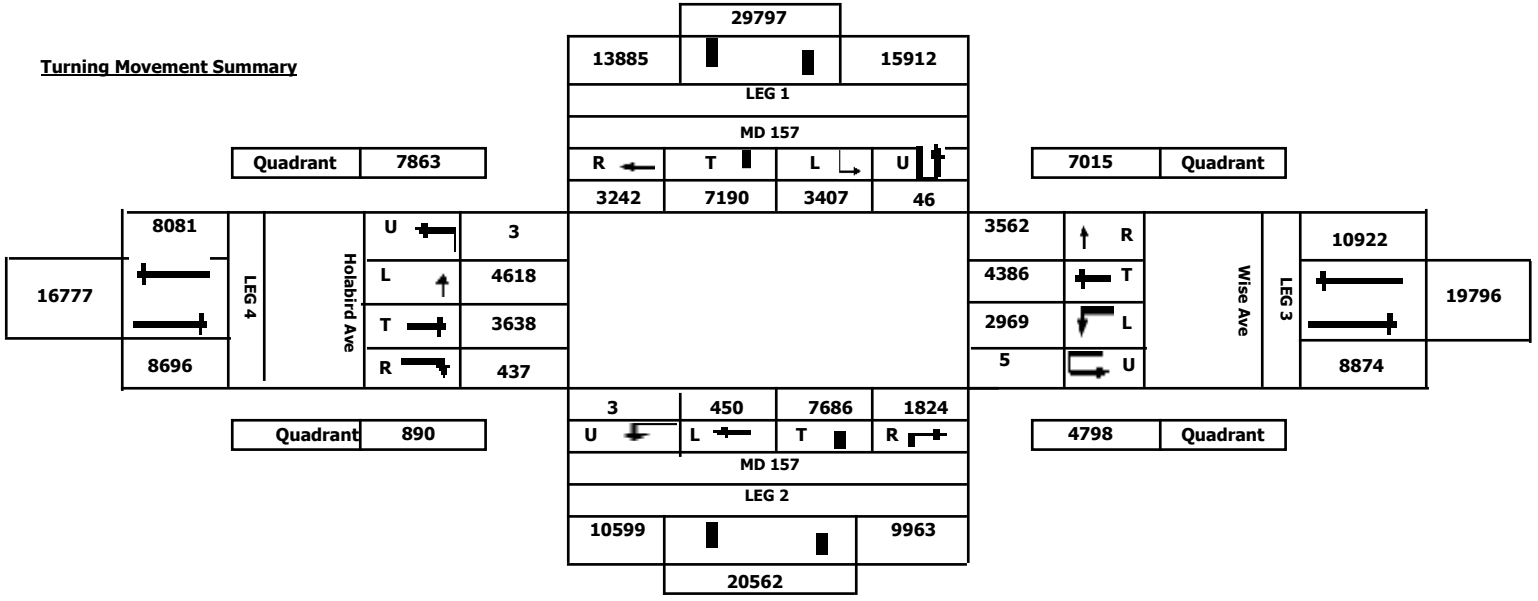
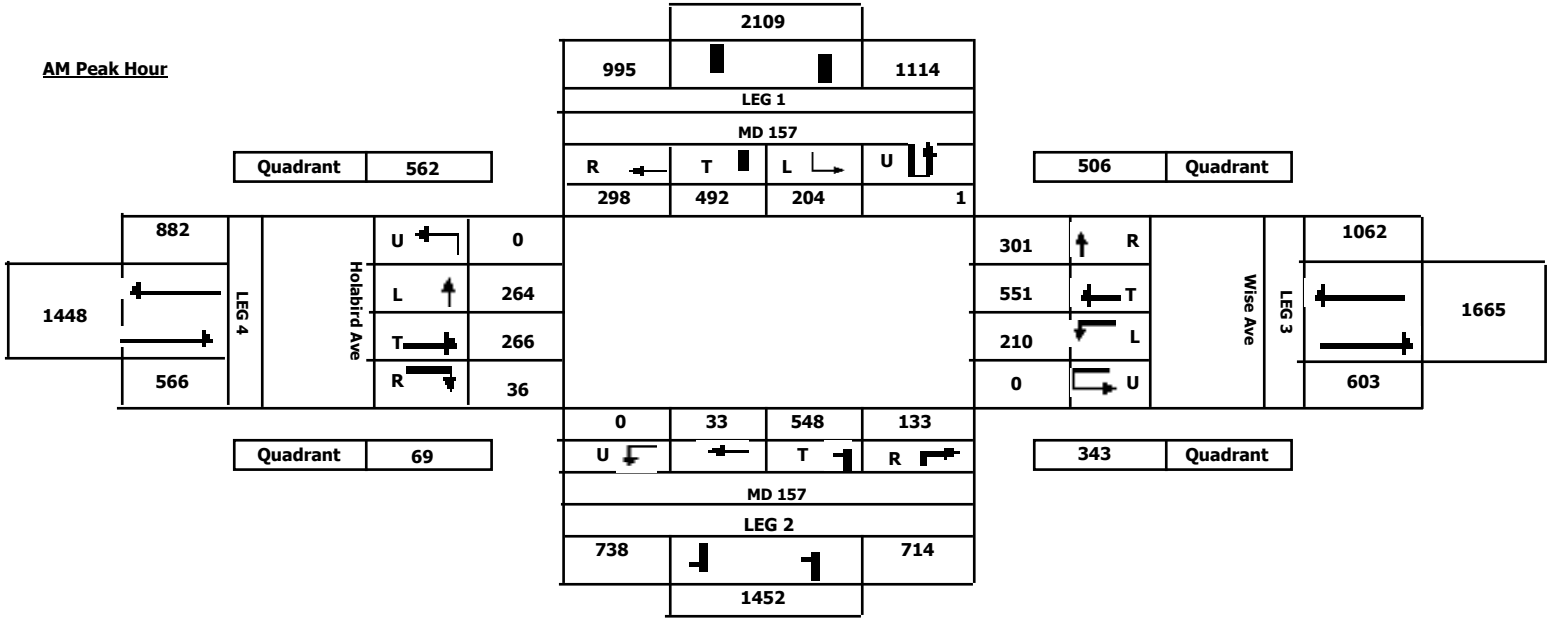
		07:15	08:15	3336	A			16:30	17:30	4444	B	

Turning Movement Summary



AM Peak Hour



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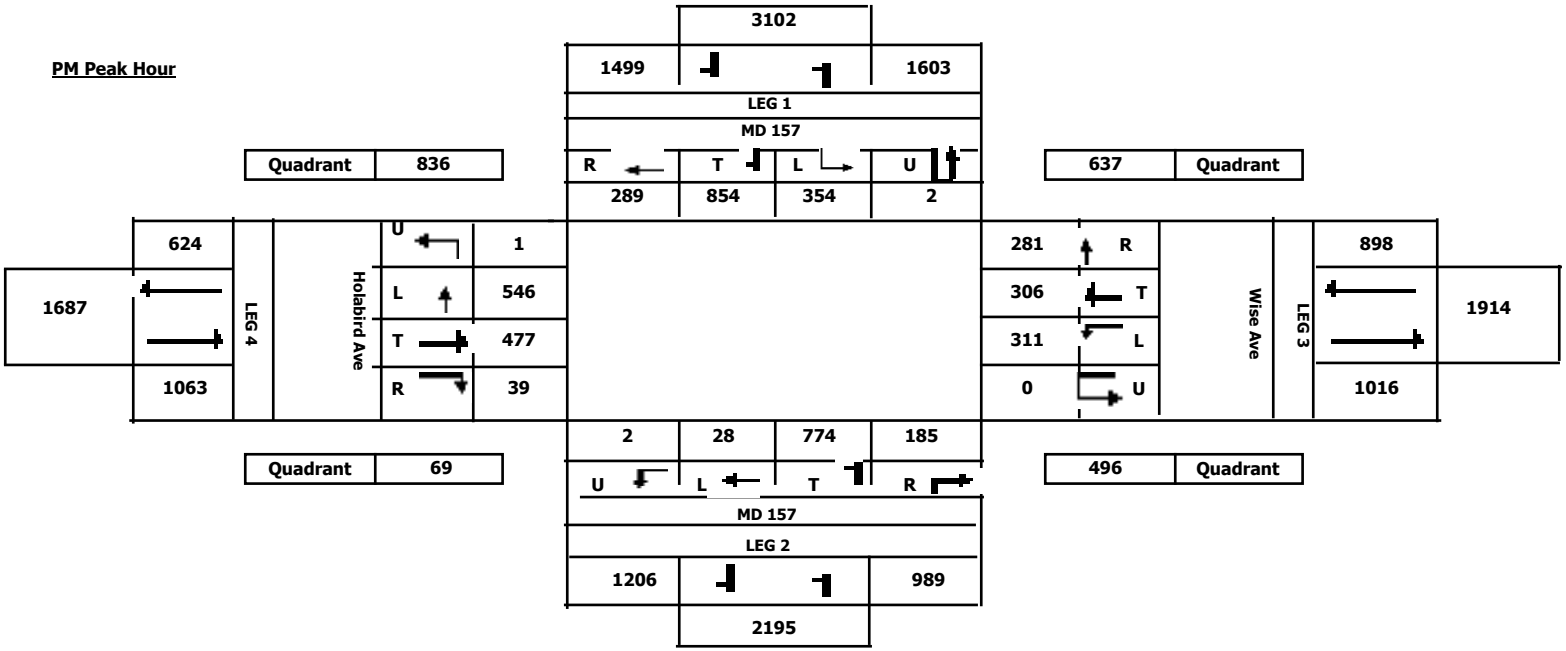
		07:15	08:15	3336	A			16:30	17:30	4444	B	

PM Peak Hour



File Name: Peninsula Express Hwy at Merritt Blvd
Start Date: 4/21/2015
Start Time: 6:30:00 AM
Site Code: 3

Passenger Cars

	Merritt Blvd From North				Peninsula Express Hwy From East				Merritt Blvd From South				Merritt Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
06:30 AM	21	64	20	0	10	26	15	2	0	99	18	0	3	16	1	0
06:45 AM	23	70	18	0	20	28	9	1	1	112	17	0	3	7	3	0
07:00 AM	21	118	19	0	22	32	18	0	1	133	22	0	9	8	1	0
07:15 AM	27	110	35	0	23	48	19	1	2	137	31	1	11	25	1	0
07:30 AM	22	120	50	1	27	39	28	0	0	163	26	0	8	20	4	0
07:45 AM	27	132	52	0	32	44	29	0	2	146	14	0	8	22	6	0
08:00 AM	17	115	32	2	29	34	23	0	1	163	12	0	22	15	1	0
08:15 AM	19	113	39	0	16	30	21	0	2	132	12	0	22	18	3	0
08:30 AM	20	92	32	1	27	33	27	0	3	164	18	1	15	32	3	1
08:45 AM	11	121	36	0	27	17	20	1	0	126	7	0	8	6	6	0
09:00 AM	18	99	37	1	23	25	27	0	3	149	18	0	9	6	3	0
09:15 AM	17	105	52	1	15	21	16	0	2	119	8	0	15	9	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	12	128	30	0	16	17	26	0	1	135	19	0	39	17	9	0
11:15 AM	13	111	22	0	15	15	22	0	0	145	18	0	19	11	5	0
11:30 AM	13	119	19	1	15	14	20	1	2	125	8	1	38	17	5	0
11:45 AM	25	125	21	1	19	30	23	2	1	110	16	0	30	15	3	0
12:00 PM	22	112	19	1	16	13	34	0	0	137	13	0	27	20	11	0
12:15 PM	18	126	37	0	11	16	23	1	2	139	32	0	25	15	6	0
12:30 PM	20	131	32	1	14	18	15	0	3	122	17	0	37	24	6	1
12:45 PM	21	127	27	0	21	20	26	0	0	129	14	3	39	18	4	0
01:00 PM	15	126	25	1	17	29	24	0	2	114	12	1	28	14	5	1
01:15 PM	15	118	20	2	15	16	29	1	5	121	19	0	24	17	3	0
01:30 PM	20	106	23	0	18	17	31	0	1	118	22	0	34	16	1	0
01:45 PM	23	111	17	0	19	15	27	0	0	123	21	0	33	8	6	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	26	153	26	0	24	26	35	0	0	156	22	0	53	25	4	0
03:15 PM	35	166	26	1	29	20	35	0	1	148	27	1	52	30	5	0
03:30 PM	32	204	42	1	30	35	45	0	0	169	35	0	42	34	2	0
03:45 PM	26	168	25	1	35	26	49	1	10	184	37	0	35	17	6	0
04:00 PM	31	195	26	0	26	20	47	0	0	188	26	0	60	27	3	0
04:15 PM	34	165	32	1	33	24	45	1	1	199	18	1	30	27	6	0
04:30 PM	32	177	31	0	44	37	41	1	2	189	28	1	40	23	9	0
04:45 PM	25	170	34	1	30	32	37	1	3	181	35	1	39	39	10	0
05:00 PM	29	213	36	0	30	28	56	1	1	191	35	0	57	16	6	0
05:15 PM	28	193	40	0	37	33	47	0	1	193	36	0	41	33	7	0
05:30 PM	28	187	40	0	49	44	58	2	4	204	30	1	40	32	9	0
05:45 PM	22	204	42	1	37	38	41	2	3	189	35	0	40	37	5	0

File Name: Peninsula Express Hwy at Merritt Blvd
Start Date: 4/21/2015
Start Time: 6:30:00 AM
Site Code: 3

Single Unit Trucks

	Merritt Blvd From North				Peninsula Express Hwy From East				Merritt Blvd From South				Merritt Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
06:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0
06:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	1	0	0	1	1	0	0	0	1	0	0	0	1	0	0
07:30 AM	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	2	0	0	0	0	1	0	1	2	0	0	0	0	0	0
08:00 AM	0	2	0	0	0	0	0	0	0	5	0	0	0	1	0	0
08:15 AM	1	2	1	0	0	4	1	0	0	3	2	0	0	0	0	0
08:30 AM	1	3	1	0	1	0	1	0	0	0	1	0	0	1	0	0
08:45 AM	1	2	0	0	1	1	0	0	0	3	0	0	0	1	0	0
09:00 AM	0	2	0	0	0	0	1	0	0	2	1	0	1	1	0	0
09:15 AM	3	3	1	0	1	0	2	0	0	0	0	0	0	1	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	2	2	0	1	1	0	0	0	1	0	0	0	0	0	0
11:15 AM	2	1	1	0	0	0	1	0	0	0	0	0	2	2	0	0
11:30 AM	0	0	2	0	0	0	1	0	0	1	0	0	0	2	0	0
11:45 AM	0	2	0	0	0	1	2	0	0	0	1	0	1	0	0	0
12:00 PM	3	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0
12:15 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	0
12:30 PM	0	2	1	0	0	1	3	0	1	0	1	0	1	0	0	0
12:45 PM	0	3	1	0	0	2	0	0	0	3	0	0	1	0	0	0
01:00 PM	0	0	0	0	0	3	1	0	0	2	1	0	0	1	0	0
01:15 PM	0	0	1	0	1	2	0	0	0	2	0	0	2	2	1	0
01:30 PM	1	1	0	0	0	1	1	0	1	3	1	0	0	0	0	0
01:45 PM	0	2	0	0	0	1	0	0	0	0	1	0	0	1	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	1	2	0	0	0	2	0	0	0	5	0	0	0	0	0	0
03:15 PM	0	3	1	0	1	0	0	0	0	6	4	0	1	1	0	0
03:30 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0
03:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	1	2	1	0
04:00 PM	2	2	1	0	0	0	0	0	0	1	1	0	0	2	0	0
04:15 PM	0	2	2	0	0	1	0	0	0	1	1	0	0	0	0	0
04:30 PM	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0
04:45 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0
05:45 PM	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0

File Name: Peninsula Express Hwy at Merritt Blvd
Start Date: 4/21/2015
Start Time: 6:30:00 AM
Site Code: 3

Non-Port Combo Trucks

	Merritt Blvd From North				Peninsula Express Hwy From East				Merritt Blvd From South				Merritt Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	0
11:15 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	1	0	0
11:30 AM	1	0	1	0	0	2	0	0	0	0	0	0	0	1	0	0
11:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0
12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
12:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
12:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0
01:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
01:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
03:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
03:45 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	4	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
05:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: Peninsula Express Hwy at Merritt Blvd
Start Date: 4/21/2015
Start Time: 6:30:00 AM
Site Code: 3

Port Trucks

	Merritt Blvd From North				Peninsula Express Hwy From East				Merritt Blvd From South				Merritt Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0
09:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
11:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	2	0	0
12:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	3	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
03:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0
03:45 PM	0	0	0	0	0	1	3	0	0	0	0	0	0	2	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
04:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: Peninsula Express Hwy at Merritt Blvd
Start Date: 4/21/2015
Start Time: 6:30:00 AM

Site Code: 3

Bus

	Merritt Blvd From North				Peninsula Express Hwy From East				Merritt Blvd From South				Merritt Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
06:30 AM	0	2	1	0	1	1	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	2	0	0	3	1	0	0	0	2	0	0	0	0	0	0
07:00 AM	0	0	2	0	3	1	0	0	0	2	1	0	0	1	0	0
07:15 AM	0	5	2	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	3	0	0	0	1	0	0	3	0	0	2	1	0	0
07:45 AM	0	1	6	0	0	0	0	0	0	3	0	0	2	2	0	0
08:00 AM	0	2	0	0	0	0	0	0	0	2	0	0	4	1	0	0
08:15 AM	0	1	1	0	1	0	1	0	0	2	1	0	0	2	0	0
08:30 AM	0	4	1	0	0	0	0	0	0	6	1	0	0	0	0	0
08:45 AM	0	5	1	0	0	0	0	0	0	4	10	0	0	1	0	0
09:00 AM	0	1	0	0	0	0	0	0	0	2	4	0	1	0	0	0
09:15 AM	0	1	2	0	1	1	0	0	0	0	1	0	1	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0
11:15 AM	0	2	3	0	0	2	0	0	0	0	0	0	1	1	0	0
11:30 AM	0	3	0	0	1	0	0	0	0	0	1	0	0	2	0	0
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1	1	0	0
12:15 PM	0	1	1	0	0	0	0	0	0	3	0	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	1	2	0	0	1	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0
01:15 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
01:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	3	1	0	0	0	0	0	0	3	0	0	2	0	0	0
03:15 PM	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2	0
03:30 PM	0	8	0	0	0	0	0	0	0	7	1	0	1	0	2	0
03:45 PM	0	8	0	0	0	0	0	0	0	2	1	0	1	0	0	0
04:00 PM	0	1	0	0	0	0	0	0	0	1	7	0	0	0	0	0
04:15 PM	1	2	1	0	1	0	1	0	0	3	3	0	0	1	2	0
04:30 PM	2	0	2	0	0	0	1	0	0	0	0	0	2	0	0	0
04:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	1	1	0
05:00 PM	2	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
05:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

File Name: Peninsula Express Hwy at Merritt Blvd

Start Date: 4/21/2015

Start Time: 6:30:00 AM

Site Code: 3

Bikes

	Merritt Blvd From North				Peninsula Express Hwy From East				Merritt Blvd From South				Merritt Ave From West			
Start Time	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns	Left	Thru	Right	U Turns
06:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

File Name: Peninsula Express Hwy at Merritt Blvd
Start Date: 4/21/2015
Start Time: 6:30:00 AM
Site Code: 3

Peds

	Merritt Blvd North		Peninsula Express Hwy East		Merritt Blvd South		Merritt Ave West	
Start Time	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
6:30 AM	1	0	0	0	0	0	1	0
6:45 AM	0	0	1	0	0	0	0	0
7:00 AM	1	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	1	0
7:30 AM	2	0	0	0	0	0	5	1
7:45 AM	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	2	0
9:00 AM	0	0	2	0	1	0	0	0
9:15 AM	0	0	1	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	2	0	0	0	0	0	2	0
11:30 AM	0	0	0	0	3	1	0	0
11:45 AM	3	0	0	0	0	0	3	0
12:00 PM	1	0	0	0	0	0	1	0
12:15 PM	0	0	0	0	0	0	1	0
12:30 PM	1	0	0	0	0	0	1	0
12:45 PM	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	1	0
1:15 PM	2	0	0	0	0	1	1	0
1:30 PM	0	0	1	0	0	0	0	0
1:45 PM	2	3	0	0	0	0	0	0
3:00 PM	0	1	0	0	2	0	1	0
3:15 PM	1	1	1	0	0	0	0	0
3:30 PM	0	0	0	0	1	0	2	0
3:45 PM	0	0	1	0	1	0	0	0
4:00 PM	2	0	0	0	2	0	5	0
4:15 PM	1	2	0	0	1	0	2	0
4:30 PM	1	0	0	0	0	0	5	0
4:45 PM	2	0	1	0	2	0	1	1
5:00 PM	0	0	2	0	1	0	3	0
5:15 PM	0	0	1	0	0	0	1	0
5:30 PM	2	0	0	0	0	0	0	0
5:45 PM	2	0	2	0	1	0	1	0

Sta: 000000000006 Id: 000000000000 CId: 01 Fmt: 200 - Imperial Int: 15 Min.
Start: Tue - Apr 26, 2016 at 00:00 End: Wed - Apr 27, 2016 at 24:00
City/Town: County: BALTIMORE CITY
Location: BROENING HWY N OF AUTHORITY DR File: 6.PRN
Ln1-North Ln2-South

Tue - Apr 26, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15																	
Lane	1	1	7	2	0	1	0	0	0	0	0	0	0	0	0	0	11
	2	0	7	2	0	0	1	0	0	0	0	0	0	0	0	0	10
00:30																	
Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45																	
Lane	1	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00																	
Lane	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Totals		1	38	6	0	1	1	0	0	1	0	0	0	0	0	0	48
01:15																	
Lane	1	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
	2	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
01:30																	
Lane	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45																	
Lane	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00																	
Lane	1	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Totals		0	22	5	0	0	1	0	0	2	0	0	0	0	0	0	30
02:15																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30																	
Lane	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	3
03:00																	
Lane	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Totals		1	11	4	0	1	1	0	0	1	0	0	0	0	0	0	19

Tue - Apr 26, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
03:15																	
Lane	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:30																	
Lane	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
	2	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
03:45																	
Lane	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00																	
Lane	1	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Totals		0	28	6	0	3	1	0	0	1	0	0	0	0	0	0	39
04:15																	
Lane	1	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
	2	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
04:30																	
Lane	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	0	13	1	0	2	0	0	0	1	0	0	0	0	0	0	17
04:45																	
Lane	1	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	2	0	16	1	0	0	1	0	0	0	0	0	0	1	0	0	19
05:00																	
Lane	1	0	9	1	1	1	0	1	0	1	0	0	0	0	0	0	14
	2	0	17	5	0	0	0	0	0	2	0	0	0	0	0	0	24
Hourly Totals		0	78	10	1	4	1	1	0	4	0	0	0	1	0	0	100
05:15																	
Lane	1	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
	2	0	12	5	0	1	0	1	1	0	0	0	0	0	0	0	20
05:30																	
Lane	1	0	17	7	0	0	0	0	0	0	0	0	0	0	0	0	24
	2	1	36	3	0	0	0	0	0	2	1	0	0	0	0	0	43
05:45																	
Lane	1	1	29	8	1	0	1	1	0	1	0	0	0	0	0	0	42
	2	0	53	10	0	1	2	0	0	1	0	0	0	0	0	0	67
06:00																	
Lane	1	0	23	7	0	2	1	0	0	1	0	0	0	0	0	0	34
	2	0	43	10	0	1	0	0	0	6	0	0	0	0	0	0	60
Hourly Totals		2	222	52	1	5	4	2	1	11	1	0	0	0	0	0	301
06:15																	
Lane	1	0	35	8	0	2	0	0	0	1	0	0	0	0	0	0	46
	2	0	48	2	1	0	2	0	0	3	0	0	0	0	0	0	56

Tue - Apr 26, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:30																	
Lane	1	0	42	6	1	1	0	0	0	3	0	0	0	0	0	0	53
	2	0	59	9	0	2	2	1	0	2	0	0	0	1	0	0	76
06:45																	
Lane	1	1	55	8	1	3	1	0	1	2	0	0	0	0	0	0	72
	2	0	63	8	0	0	2	0	0	4	0	0	0	0	0	0	77
07:00																	
Lane	1	0	54	8	0	2	0	3	0	5	0	0	0	0	0	0	72
	2	1	51	11	0	6	2	1	0	3	0	0	0	0	0	0	75
Hourly Totals		2	407	60	3	16	9	5	1	23	0	0	0	1	0	0	527
07:15																	
Lane	1	0	62	9	1	1	1	0	1	6	0	0	0	0	0	0	81
	2	1	70	7	1	5	1	0	0	1	0	0	0	0	0	0	86
07:30																	
Lane	1	0	51	13	0	1	0	0	0	3	0	0	0	0	0	0	68
	2	0	55	11	0	4	2	0	0	0	0	0	0	0	0	0	72
07:45																	
Lane	1	0	53	13	0	4	2	0	0	2	1	0	0	0	0	0	75
	2	0	53	7	2	2	1	0	0	6	0	0	0	0	0	0	71
08:00																	
Lane	1	0	75	11	0	6	3	3	0	4	0	0	0	0	0	0	102
	2	0	50	5	0	0	1	0	0	5	0	0	0	1	0	0	62
Hourly Totals		1	469	76	4	23	11	3	1	27	1	0	0	1	0	0	617
08:15																	
Lane	1	1	66	14	3	3	1	1	0	4	0	0	0	0	0	0	93
	2	0	64	8	1	1	2	1	0	6	1	0	0	1	0	0	85
08:30																	
Lane	1	0	46	8	0	1	0	0	1	6	0	0	0	0	0	0	62
	2	1	50	7	0	3	1	0	0	3	1	0	0	0	0	0	66
08:45																	
Lane	1	1	46	6	1	1	0	0	1	4	0	0	0	0	0	0	60
	2	0	38	6	0	0	1	0	0	2	0	0	0	1	0	0	48
09:00																	
Lane	1	0	46	5	2	2	1	1	2	0	0	0	0	0	0	0	59
	2	0	37	6	0	2	1	0	0	2	1	0	0	0	0	0	49
Hourly Totals		3	393	60	7	13	7	3	4	27	3	0	0	2	0	0	522
09:15																	
Lane	1	0	35	5	0	2	2	0	1	3	1	0	0	0	0	0	49
	2	0	28	6	0	1	1	0	0	4	0	0	0	0	0	0	40
09:30																	
Lane	1	0	18	5	0	2	1	1	0	2	0	0	0	0	0	0	29
	2	0	34	7	0	2	1	1	0	2	1	0	0	0	0	0	48

Tue - Apr 26, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
09:45																	
Lane	1	0	35	5	1	3	1	0	1	6	0	0	0	0	0	0	52
	2	0	27	6	1	2	0	1	0	4	0	0	0	2	0	0	43
10:00																	
Lane	1	0	18	4	0	1	0	1	0	3	0	0	0	0	0	0	27
	2	0	33	8	2	0	0	1	1	3	0	0	0	0	0	0	48
Hourly Totals		0	228	46	4	13	6	5	3	27	2	0	0	2	0	0	336
10:15																	
Lane	1	0	23	5	0	1	2	1	0	7	0	0	0	0	0	0	39
	2	0	30	7	0	1	1	0	1	7	0	0	0	0	0	0	47
10:30																	
Lane	1	0	32	2	0	1	1	1	0	6	0	0	0	0	0	0	43
	2	0	37	5	0	3	0	0	0	1	1	0	0	0	0	0	47
10:45																	
Lane	1	0	28	2	1	0	0	1	0	5	1	0	0	0	0	0	38
	2	0	19	4	0	1	0	1	0	8	0	0	0	1	0	0	34
11:00																	
Lane	1	0	40	5	2	1	0	1	1	6	0	0	0	1	0	0	57
	2	0	39	7	0	0	1	1	0	6	0	0	0	0	0	0	54
Hourly Totals		0	248	37	3	8	5	6	2	46	2	0	0	2	0	0	359
11:15																	
Lane	1	0	20	4	0	4	1	0	0	5	0	0	0	0	0	0	34
	2	0	24	6	1	1	0	0	0	6	0	0	0	0	0	0	38
11:30																	
Lane	1	0	27	2	1	2	0	0	0	5	1	0	0	0	0	0	38
	2	1	33	5	0	3	1	0	0	4	0	0	0	0	0	0	47
11:45																	
Lane	1	0	27	8	0	1	1	1	1	6	1	0	0	1	0	0	47
	2	0	24	9	0	1	1	0	0	2	0	0	0	0	0	0	37
12:00																	
Lane	1	0	31	7	1	4	2	0	0	10	0	0	0	0	0	0	55
	2	0	33	9	0	2	1	0	1	5	1	0	0	2	0	0	54
Hourly Totals		1	219	50	3	18	7	1	2	43	3	0	0	3	0	0	350
12:15																	
Lane	1	1	27	5	0	2	0	0	0	6	0	0	0	0	0	0	41
	2	0	27	6	0	3	0	0	0	6	2	0	0	1	0	0	45
12:30																	
Lane	1	0	25	8	0	4	1	0	0	6	0	0	0	0	0	0	44
	2	0	30	5	1	1	0	1	0	3	0	0	0	0	0	0	41
12:45																	
Lane	1	0	29	3	1	4	2	2	0	3	0	0	0	0	0	0	44
	2	0	39	4	0	2	2	0	0	7	0	0	0	1	0	0	55

Tue - Apr 26, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00																	
Lane	1	0	26	4	0	6	0	0	0	6	1	0	0	1	0	0	44
	2	0	38	7	2	2	1	1	0	2	1	0	0	0	0	0	54
Hourly Totals		1	241	42	4	24	6	4	0	39	4	0	0	3	0	0	368
13:15																	
Lane	1	0	28	3	0	3	0	0	1	3	1	0	0	0	0	0	39
	2	0	21	9	0	2	1	0	0	1	1	0	0	0	0	0	35
13:30																	
Lane	1	0	24	5	1	4	2	0	0	8	0	0	0	0	0	0	44
	2	1	33	5	1	2	0	0	1	3	0	0	0	0	0	0	46
13:45																	
Lane	1	0	25	4	0	4	2	0	0	1	0	0	0	0	0	0	36
	2	1	26	2	1	3	0	0	0	4	1	0	0	0	0	0	38
14:00																	
Lane	1	0	46	3	0	5	3	0	0	7	0	0	0	0	0	0	64
	2	1	34	10	1	0	1	2	0	3	0	0	0	0	0	0	52
Hourly Totals		3	237	41	4	23	9	2	2	30	3	0	0	0	0	0	354
14:15																	
Lane	1	0	28	4	1	3	0	0	0	4	0	0	0	0	0	0	40
	2	0	39	13	0	3	1	0	0	5	1	0	0	0	0	0	62
14:30																	
Lane	1	0	44	5	1	4	1	1	1	3	0	0	0	0	0	0	60
	2	0	33	7	1	2	0	0	0	5	0	0	0	0	0	0	48
14:45																	
Lane	1	1	48	7	2	0	1	0	1	6	0	0	0	0	0	0	66
	2	1	39	6	0	3	1	0	0	4	0	0	0	1	0	0	55
15:00																	
Lane	1	0	55	8	1	5	1	0	0	5	1	0	0	0	0	0	76
	2	0	32	10	0	5	1	0	0	5	1	0	0	0	0	0	54
Hourly Totals		2	318	60	6	25	6	1	2	37	3	0	0	1	0	0	461
15:15																	
Lane	1	0	51	9	1	1	1	0	0	6	0	0	0	0	0	0	69
	2	0	53	12	0	0	1	0	0	5	0	0	0	0	0	0	71
15:30																	
Lane	1	0	48	10	0	1	1	0	1	7	0	0	0	0	0	0	68
	2	0	32	9	0	4	1	0	0	5	1	0	0	1	0	0	53
15:45																	
Lane	1	1	75	12	0	3	0	0	0	7	0	0	0	0	0	0	98
	2	0	53	9	1	2	2	1	2	3	0	0	0	0	0	0	73
16:00																	
Lane	1	0	69	15	0	3	1	0	0	8	0	0	0	0	0	0	96
	2	0	51	6	0	3	2	0	0	7	0	0	0	1	0	0	70
Hourly Totals		1	432	82	2	17	9	1	3	48	1	0	0	2	0	0	598

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
16:15																	
Lane	1	0	64	9	1	2	0	0	0	6	0	0	0	0	0	0	82
	2	0	53	13	0	1	1	0	0	9	1	0	0	0	0	0	78
16:30																	
Lane	1	0	69	14	0	2	1	0	0	2	0	0	0	0	0	0	88
	2	0	48	12	0	1	0	0	1	3	1	0	0	0	0	0	66
16:45																	
Lane	1	1	69	7	0	4	2	1	0	3	0	0	0	0	0	0	87
	2	2	63	8	0	1	1	0	1	3	1	0	0	0	0	0	80
17:00																	
Lane	1	1	75	9	0	1	0	0	0	6	0	0	0	0	0	0	92
	2	0	50	8	0	1	2	0	0	3	3	0	0	0	0	0	67
Hourly Totals		4	491	80	1	13	7	1	2	35	6	0	0	0	0	0	640
17:15																	
Lane	1	0	80	15	0	1	0	0	0	7	0	0	0	0	0	0	103
	2	0	68	12	0	2	1	0	1	3	0	0	0	0	0	0	87
17:30																	
Lane	1	0	91	11	1	0	0	0	0	2	0	0	0	0	0	0	105
	2	0	69	13	0	1	1	0	1	4	1	0	0	0	0	0	90
17:45																	
Lane	1	1	89	9	0	1	0	0	1	1	0	0	0	0	0	0	102
	2	0	51	14	0	3	1	0	0	2	0	0	0	0	0	0	71
18:00																	
Lane	1	0	63	6	0	3	0	1	0	1	0	0	0	0	0	0	74
	2	0	44	5	0	0	1	0	2	4	0	0	0	0	0	0	56
Hourly Totals		1	555	85	1	11	4	1	5	24	1	0	0	0	0	0	688
18:15																	
Lane	1	1	66	9	0	1	0	0	0	0	0	0	0	0	0	0	77
	2	0	49	11	0	0	1	1	0	2	1	0	0	0	0	0	65
18:30																	
Lane	1	0	49	6	0	1	1	0	0	1	0	0	0	0	0	0	58
	2	0	40	4	0	1	1	0	0	2	0	0	0	0	0	0	48
18:45																	
Lane	1	0	44	2	0	2	1	0	0	1	0	0	0	0	0	0	50
	2	1	25	6	0	1	0	1	0	2	0	0	0	0	0	0	36
19:00																	
Lane	1	0	45	5	0	0	0	0	0	0	0	0	0	0	0	0	50
	2	0	31	5	0	0	0	0	0	1	0	0	0	0	0	0	37
Hourly Totals		2	349	48	0	6	4	2	0	9	1	0	0	0	0	0	421
19:15																	
Lane	1	0	18	2	0	2	0	0	0	0	0	0	0	0	0	0	22
	2	0	26	3	0	0	0	0	0	0	0	0	0	0	0	0	29

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:30																	
Lane	1	0	26	6	0	2	0	0	0	0	0	0	0	0	0	0	34
	2	1	23	3	0	0	1	0	0	0	0	0	0	0	0	0	28
19:45																	
Lane	1	0	19	3	0	1	3	0	0	1	0	0	0	0	0	0	27
	2	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
20:00																	
Lane	1	0	22	4	0	2	1	0	0	0	0	0	0	0	0	0	29
	2	0	18	3	0	0	0	0	1	0	0	0	0	0	0	0	22
Hourly Totals		1	167	28	0	7	5	0	1	1	0	0	0	0	0	0	210
20:15																	
Lane	1	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	25
	2	0	16	4	0	0	0	0	0	1	0	0	0	0	0	0	21
20:30																	
Lane	1	0	18	2	0	2	0	0	0	0	0	0	0	0	0	0	22
	2	1	21	2	0	0	0	0	1	0	0	0	0	0	0	0	25
20:45																	
Lane	1	0	20	2	1	0	0	0	0	0	0	0	0	0	0	0	23
	2	0	14	4	0	0	1	0	0	1	0	0	0	0	0	0	20
21:00																	
Lane	1	0	17	3	0	2	0	0	0	0	0	0	0	0	0	0	22
	2	0	8	2	0	0	0	1	0	0	0	0	0	0	0	0	11
Hourly Totals		1	138	20	1	4	1	1	1	2	0	0	0	0	0	0	169
21:15																	
Lane	1	0	18	2	0	1	0	0	0	1	0	0	0	0	0	0	22
	2	0	8	1	0	2	0	0	0	1	0	0	0	0	0	0	12
21:30																	
Lane	1	1	15	5	0	0	1	0	0	0	0	0	0	0	0	0	22
	2	0	11	3	0	0	0	0	0	1	0	0	0	0	0	0	15
21:45																	
Lane	1	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
	2	0	18	4	0	0	0	0	0	1	0	0	0	0	0	0	23
22:00																	
Lane	1	0	8	3	0	0	0	0	0	1	0	0	0	0	0	0	12
	2	0	16	0	0	0	1	0	1	0	0	0	0	0	0	0	18
Hourly Totals		1	110	22	0	3	2	0	1	5	0	0	0	0	0	0	144
22:15																	
Lane	1	0	11	1	0	0	0	0	0	1	0	0	0	0	0	0	13
	2	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
22:30																	
Lane	1	0	13	1	0	1	0	0	0	0	0	0	0	0	0	0	15
	2	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
22:45																	
Lane	1	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
	2	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
23:00																	
Lane	1	0	12	2	0	0	0	0	0	1	0	0	0	0	0	0	15
	2	0	11	0	0	0	0	0	1	1	0	0	0	0	0	0	13
Hourly Totals		0	84	15	0	1	0	0	1	3	0	0	0	0	0	0	104
23:15																	
Lane	1	0	13	0	0	1	0	0	0	0	0	0	0	0	0	0	14
	2	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
23:30																	
Lane	1	1	14	4	0	2	0	0	0	0	0	0	0	0	0	0	21
	2	0	6	1	0	1	0	0	0	1	0	0	0	0	0	0	9
23:45																	
Lane	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
24:00																	
Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
Hourly Totals		2	61	8	0	5	0	0	0	2	0	0	0	0	0	0	78
Daily Totals		30	5546	943	45	244	107	39	32	448	31	0	0	18	0	0	7483
Percentages		0.40	74.11	12.60	0.60	3.26	1.43	0.52	0.43	5.99	0.41	0.00	0.00	0.24	0.00	0.00	

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00:15																	
Lane	1	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
	2	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30																	
Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45																	
Lane	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
01:00																	
Lane	1	0	6	2	0	0	0	0	0	2	0	0	0	0	0	0	10
	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Totals		0	33	6	0	0	0	0	0	4	0	0	0	0	0	0	43

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
01:15																	
Lane	1	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30																	
Lane	1	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45																	
Lane	1	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00																	
Lane	1	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Totals		0	29	9	0	0	0	0	0	2	0	0	0	0	0	0	40
02:15																	
Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30																	
Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	5
02:45																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00																	
Lane	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
	2	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
Hourly Totals		0	17	1	0	0	0	0	0	3	0	0	0	1	0	0	22
03:15																	
Lane	1	0	1	1	0	1	0	0	0	2	0	0	0	0	0	0	5
	2	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	5
03:30																	
Lane	1	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
04:00																	
Lane	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	2	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
Hourly Totals		0	17	5	2	1	1	0	0	4	0	0	0	0	0	0	30
04:15																	
Lane	1	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	0	5	1	0	1	0	0	0	1	0	0	0	0	0	0	8

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
04:30																	
Lane	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	13
04:45																	
Lane	1	0	7	2	0	0	0	1	0	0	0	0	0	0	0	0	10
	2	0	15	2	0	1	0	0	0	1	0	0	0	0	0	0	19
05:00																	
Lane	1	0	9	1	0	1	0	0	0	1	0	0	0	0	0	0	12
	2	0	21	2	0	1	1	0	0	0	0	0	0	0	0	0	25
Hourly Totals		0	76	12	0	5	1	1	0	3	0	0	0	0	0	0	98
05:15																	
Lane	1	0	9	5	1	1	0	0	0	1	0	0	0	0	0	0	17
	2	0	20	6	0	3	0	0	0	1	0	0	0	0	0	0	30
05:30																	
Lane	1	0	16	4	0	2	0	0	0	0	0	0	0	0	0	0	22
	2	1	35	3	0	1	1	0	0	2	0	0	0	0	0	0	43
05:45																	
Lane	1	0	18	8	0	1	0	1	0	2	0	0	0	0	0	0	30
	2	0	47	11	0	1	1	0	1	4	0	0	0	0	0	0	65
06:00																	
Lane	1	0	21	8	0	2	0	0	0	1	0	0	0	0	0	0	32
	2	0	45	11	0	0	1	0	0	5	0	0	0	0	0	0	62
Hourly Totals		1	211	56	1	11	3	1	1	16	0	0	0	0	0	0	301
06:15																	
Lane	1	0	24	4	0	2	0	0	0	0	0	0	0	0	0	0	30
	2	0	48	7	0	2	0	0	0	5	0	0	0	0	0	0	62
06:30																	
Lane	1	0	30	6	0	1	0	0	0	0	0	0	0	0	0	0	37
	2	0	56	14	0	3	1	1	0	2	0	0	0	0	0	0	77
06:45																	
Lane	1	0	55	14	0	3	0	2	0	1	0	0	0	0	0	0	75
	2	1	73	14	1	3	2	1	0	0	0	0	0	0	0	0	95
07:00																	
Lane	1	0	46	10	0	1	2	0	0	1	0	0	0	0	0	0	60
	2	0	51	11	0	2	2	1	0	1	0	0	0	0	0	0	68
Hourly Totals		1	383	80	1	17	7	5	0	10	0	0	0	0	0	0	504
07:15																	
Lane	1	0	32	8	0	5	1	0	0	7	0	0	0	0	0	0	53
	2	0	63	11	0	3	1	0	1	5	0	0	0	0	0	0	84
07:30																	
Lane	1	0	58	9	0	4	1	0	0	2	0	0	0	0	0	0	74
	2	0	67	7	0	1	0	0	0	3	0	0	0	0	0	0	78

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
07:45																	
Lane	1	0	67	8	1	3	2	2	1	2	0	0	0	0	0	0	86
	2	0	43	13	0	0	1	0	0	3	0	0	0	0	0	0	60
08:00																	
Lane	1	0	62	11	1	5	4	0	0	3	1	0	0	0	0	0	87
	2	0	68	4	1	0	2	1	0	3	1	0	0	0	0	0	80
Hourly Totals		0	460	71	3	21	12	3	2	28	2	0	0	0	0	0	602
08:15																	
Lane	1	0	52	7	0	3	1	1	0	3	0	0	0	1	0	0	68
	2	0	59	7	0	0	1	2	0	4	0	0	0	0	0	0	73
08:30																	
Lane	1	0	50	5	0	1	0	0	0	4	1	0	0	1	0	0	62
	2	0	50	7	1	4	2	0	0	5	1	0	0	0	0	0	70
08:45																	
Lane	1	0	45	6	2	4	1	1	0	1	0	0	0	0	0	0	60
	2	0	35	10	1	3	1	0	1	2	0	0	0	0	0	0	53
09:00																	
Lane	1	0	43	5	1	2	5	0	0	5	0	0	0	0	0	0	61
	2	0	45	5	0	1	1	0	0	9	0	0	0	1	0	0	62
Hourly Totals		0	379	52	5	18	12	4	1	33	2	0	0	3	0	0	509
09:15																	
Lane	1	0	45	5	0	2	0	1	0	3	0	0	0	0	0	0	56
	2	0	29	9	0	4	0	0	0	3	0	0	0	0	0	0	45
09:30																	
Lane	1	0	28	5	1	4	1	0	1	4	0	0	0	0	0	0	44
	2	0	31	11	1	1	1	0	0	3	0	0	0	1	0	0	49
09:45																	
Lane	1	0	27	8	1	3	3	1	1	9	0	0	0	1	0	0	54
	2	0	28	4	0	0	1	1	0	6	0	0	0	0	0	0	40
10:00																	
Lane	1	0	21	5	4	2	2	0	1	4	0	0	0	0	0	0	39
	2	0	36	4	1	2	0	0	0	2	0	0	0	0	0	0	45
Hourly Totals		0	245	51	8	18	8	3	3	34	0	0	0	2	0	0	372
10:15																	
Lane	1	0	22	5	1	2	1	1	1	5	0	0	0	0	0	0	38
	2	0	21	10	0	1	0	0	0	4	1	0	0	1	0	0	38
10:30																	
Lane	1	0	22	7	1	6	1	0	3	6	0	0	0	0	0	0	46
	2	1	25	9	0	1	0	1	0	7	0	0	0	0	0	0	44
10:45																	
Lane	1	0	22	3	0	3	1	0	0	8	0	0	0	1	0	0	38
	2	0	21	6	0	4	0	0	0	3	0	0	0	0	0	0	34

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
11:00																	
Lane	1	0	27	3	1	1	2	1	0	7	0	0	0	0	0	0	42
	2	0	35	10	0	1	1	0	0	2	2	0	0	0	0	0	51
Hourly Totals		1	195	53	3	19	6	3	4	42	3	0	0	2	0	0	331
11:15																	
Lane	1	0	21	4	0	0	0	1	1	2	0	0	0	0	0	0	29
	2	0	26	8	1	3	1	0	0	4	0	0	0	0	0	0	43
11:30																	
Lane	1	0	19	7	0	2	1	0	0	11	0	0	0	0	0	0	40
	2	0	26	8	0	0	0	2	0	3	1	0	0	0	0	0	40
11:45																	
Lane	1	0	26	8	0	1	1	0	0	10	0	0	0	0	0	0	46
	2	1	29	11	0	1	1	0	1	4	0	0	0	0	0	0	48
12:00																	
Lane	1	0	41	11	0	1	1	0	0	5	1	0	0	0	0	0	60
	2	0	50	4	0	1	0	0	0	4	0	0	0	1	0	0	60
Hourly Totals		1	238	61	1	9	5	3	2	43	2	0	0	1	0	0	366
12:15																	
Lane	1	1	31	3	1	0	1	1	2	4	0	0	0	0	0	0	44
	2	0	32	8	0	3	0	0	0	4	0	0	0	0	0	0	47
12:30																	
Lane	1	0	30	2	1	0	1	0	0	5	0	0	0	0	0	0	39
	2	0	32	4	1	3	0	0	0	1	1	0	0	0	0	0	42
12:45																	
Lane	1	0	24	10	0	3	1	0	0	3	0	0	0	0	0	0	41
	2	0	29	3	0	2	1	0	0	7	1	0	0	0	0	0	43
13:00																	
Lane	1	0	29	7	0	3	2	0	0	5	0	0	0	0	0	0	46
	2	0	19	5	1	5	0	0	1	3	2	0	0	0	0	0	36
Hourly Totals		1	226	42	4	19	6	1	3	32	4	0	0	0	0	0	338
13:15																	
Lane	1	0	22	2	0	2	3	1	0	2	0	0	0	0	0	0	32
	2	0	28	9	0	0	0	0	0	5	1	0	0	1	0	0	44
13:30																	
Lane	1	0	27	4	0	2	2	0	1	5	1	0	0	0	0	0	42
	2	0	31	4	0	2	1	0	0	5	0	0	0	0	0	0	43
13:45																	
Lane	1	0	28	7	0	4	2	0	0	7	0	0	0	0	0	0	48
	2	0	23	6	0	3	0	0	1	7	0	0	0	0	0	0	40
14:00																	
Lane	1	1	37	6	1	1	1	0	3	5	0	0	0	0	0	0	55
	2	0	23	3	0	2	1	1	0	4	2	0	0	0	0	0	36
Hourly Totals		1	219	41	1	16	10	2	5	40	4	0	0	1	0	0	340

Wed - Apr 27, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
14:15																	
Lane	1	0	30	8	1	3	0	0	1	7	0	0	0	0	0	0	50
	2	0	34	3	0	2	1	1	0	5	0	0	0	0	0	0	46
14:30																	
Lane	1	0	32	5	1	2	1	0	1	3	1	0	0	0	0	0	46
	2	0	23	12	0	2	1	1	0	6	0	0	0	0	0	0	45
14:45																	
Lane	1	1	50	11	0	2	0	0	0	9	0	0	0	0	0	0	73
	2	0	45	14	1	4	2	0	0	5	1	0	0	2	0	0	74
15:00																	
Lane	1	0	47	16	0	7	1	0	1	11	0	0	0	0	0	0	83
	2	1	27	8	0	5	0	0	1	7	1	0	0	0	0	0	50
Hourly Totals		2	288	77	3	27	6	2	4	53	3	0	0	2	0	0	467
15:15																	
Lane	1	0	56	9	1	3	1	0	0	6	1	0	0	0	0	0	77
	2	0	49	8	0	1	1	0	0	6	0	0	0	0	0	0	65
15:30																	
Lane	1	0	47	8	1	0	0	0	0	0	0	0	0	0	0	0	56
	2	0	37	7	1	4	1	0	2	8	0	0	0	0	0	0	60
15:45																	
Lane	1	1	48	14	0	3	1	0	0	5	0	0	0	0	0	0	72
	2	0	46	9	1	3	1	0	0	4	2	0	0	0	0	0	66
16:00																	
Lane	1	0	67	15	0	5	1	0	0	7	0	0	0	0	0	0	95
	2	0	44	9	0	0	1	0	0	6	0	0	0	0	0	0	60
Hourly Totals		1	394	79	4	19	7	0	2	42	3	0	0	0	0	0	551
16:15																	
Lane	1	0	65	14	0	6	0	0	0	2	0	0	0	0	0	0	87
	2	0	61	9	0	1	2	0	0	5	1	0	0	0	0	0	79
16:30																	
Lane	1	0	78	11	0	1	0	0	1	6	0	0	0	0	0	0	97
	2	1	63	9	0	2	1	1	2	4	1	0	0	0	0	0	84
16:45																	
Lane	1	0	63	8	0	5	2	0	0	7	0	0	0	0	0	0	85
	2	0	41	5	0	0	1	0	2	1	1	0	0	1	0	0	52
17:00																	
Lane	1	0	65	10	0	4	1	0	1	3	0	0	0	0	0	0	84
	2	0	74	6	0	0	1	0	0	6	0	0	0	0	0	0	87
Hourly Totals		1	510	72	0	19	8	1	6	34	3	0	0	1	0	0	655
17:15																	
Lane	1	0	79	9	0	2	0	0	0	0	0	0	0	1	0	0	91
	2	0	76	5	1	1	1	0	0	7	0	0	0	1	0	0	92

Wed - Apr 27, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
17:30																	
Lane	1	0	95	11	0	0	0	0	0	1	0	0	0	0	0	0	107
	2	0	89	13	0	1	2	0	0	7	1	0	0	2	0	0	115
17:45																	
Lane	1	0	84	5	0	1	0	0	0	1	0	0	0	0	0	0	91
	2	0	66	2	0	1	1	0	0	1	1	0	0	0	0	0	72
18:00																	
Lane	1	0	63	8	0	2	0	0	1	0	0	0	0	0	0	0	74
	2	0	50	8	0	1	1	0	1	3	0	0	0	0	0	0	64
Hourly Totals		0	602	61	1	9	5	0	2	20	2	0	0	4	0	0	706
18:15																	
Lane	1	0	58	9	0	1	2	0	0	1	0	0	0	0	0	0	71
	2	1	39	6	0	1	1	0	2	4	0	0	0	0	0	0	54
18:30																	
Lane	1	0	61	8	0	1	0	0	0	0	0	0	0	0	0	0	70
	2	0	35	7	1	1	1	0	0	5	1	0	0	0	0	0	51
18:45																	
Lane	1	0	45	1	0	2	0	0	0	2	0	0	0	0	0	0	50
	2	0	38	3	0	0	1	0	0	1	0	0	0	0	0	0	43
19:00																	
Lane	1	0	46	6	0	0	0	0	0	1	0	0	0	0	0	0	53
	2	0	19	3	0	0	0	0	0	2	0	0	0	0	0	0	24
Hourly Totals		1	341	43	1	6	5	0	2	16	1	0	0	0	0	0	416
19:15																	
Lane	1	0	30	4	0	0	0	0	0	1	0	0	0	0	0	0	35
	2	0	27	6	0	0	0	0	0	2	0	0	0	0	0	0	35
19:30																	
Lane	1	1	22	2	0	0	0	0	0	0	0	0	0	0	0	0	25
	2	0	19	3	0	1	0	0	0	1	0	0	0	0	0	0	24
19:45																	
Lane	1	0	33	4	0	0	4	0	0	1	0	0	0	0	0	0	42
	2	0	18	3	0	1	1	0	0	1	0	0	0	0	0	0	24
20:00																	
Lane	1	0	22	2	0	2	0	0	0	0	0	0	0	0	0	0	26
	2	0	19	6	0	1	0	0	0	0	0	0	0	0	0	0	26
Hourly Totals		1	190	30	0	5	5	0	0	6	0	0	0	0	0	0	237
20:15																	
Lane	1	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
	2	0	19	3	0	1	1	0	0	0	0	0	0	0	0	0	24
20:30																	
Lane	1	0	14	2	0	1	0	0	1	0	0	0	0	0	0	0	18
	2	0	17	0	0	0	0	0	0	1	0	0	0	0	0	0	18

Wed - Apr 27, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
20:45																	
Lane	1	0	19	4	0	2	0	0	0	0	0	0	0	0	0	0	25
	2	1	9	1	0	0	0	0	0	1	0	0	0	0	0	0	12
21:00																	
Lane	1	0	26	5	0	0	0	0	0	1	0	0	0	0	0	0	32
	2	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Totals		1	131	20	0	4	1	0	1	3	0	0	0	0	0	0	161
21:15																	
Lane	1	0	13	4	0	0	0	0	0	1	0	0	0	0	0	0	18
	2	0	9	1	0	1	0	0	0	1	0	0	0	0	0	0	12
21:30																	
Lane	1	0	23	2	0	0	0	0	0	2	0	0	0	0	0	0	27
	2	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
21:45																	
Lane	1	0	10	0	0	1	0	0	1	0	0	0	0	0	0	0	12
	2	0	14	1	0	2	0	0	0	2	0	0	0	0	0	0	19
22:00																	
Lane	1	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Totals		0	110	10	0	4	0	0	1	6	0	0	0	0	0	0	131
22:15																	
Lane	1	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	2	0	19	9	0	2	1	0	0	1	0	0	0	0	0	0	32
22:30																	
Lane	1	0	12	0	0	0	0	0	0	1	0	0	0	0	0	0	13
	2	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
22:45																	
Lane	1	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
23:00																	
Lane	1	0	14	1	0	1	0	0	0	0	0	0	0	0	0	0	16
	2	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	12
Hourly Totals		0	85	18	0	5	1	0	0	3	0	0	0	0	0	0	112
23:15																	
Lane	1	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	2	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
23:30																	
Lane	1	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	13
	2	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
23:45																	
Lane	1	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
	2	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	13

Wed - Apr 27, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
24:00																	
Lane	1	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	2	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Totals		0	74	13	0	3	0	0	0	0	0	0	0	0	0	0	90
Daily Totals		13	5453	963	38	255	109	29	39	477	29	0	0	17	0	0	7422
Percentages		0.18	73.47	12.97	0.51	3.44	1.47	0.39	0.53	6.43	0.39	0.00	0.00	0.23	0.00	0.00	

Sta: 000000000006 Id: 000000000000 CId: 01 Fmt: 200 - Imperial Int: 15 Min.
Start: Tue - Apr 26, 2016 at 00:00 End: Wed - Apr 27, 2016 at 24:00
City/Town: County: BALTIMORE CITY
Location: BROENING HWY N OF AUTHORITY DR File: 6.PRN
Ln1-North Ln2-South

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
Grand Totals	43	10999	1906	83	499	216	68	71	925	60	0	0	35	0	0	14905
Percentages	0.29	73.79	12.79	0.56	3.35	1.45	0.46	0.48	6.21	0.40	0.00	0.00	0.23	0.00	0.00	

Lane	1	2	Total
Grand Totals	7596	7309	14905
Percentages	50.96	49.04	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
Am Hour 7-8	1	469	76	4	23	11	3	1	27	1	0	0	1	0	0	617
Percentages	2.33	4.26	3.99	4.82	4.61	5.09	4.41	1.41	2.92	1.67	0.00	0.00	2.86	0.00	0.00	4.14
Pm Hour 17-18	0	602	61	1	9	5	0	2	20	2	0	0	4	0	0	706
Percentages	0.00	5.47	3.20	1.20	1.80	2.31	0.00	2.82	2.16	3.33	0.00	0.00	11.43	0.00	0.00	4.74

Sta: 000000000015 Id: 000000000000 CId: 01 Fmt: 200 - Imperial Int: 15 Min.
Start: Tue - Apr 26, 2016 at 00:00 End: Wed - Apr 27, 2016 at 24:00
City/Town: County: BALTIMORE CITY
Location: HOLABIRD AVE W OF DELVALE AVE File: 15.PRN
Ln1-East Ln2-West

Tue - Apr 26, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15																	
Lane	1	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
	2	0	34	2	0	0	0	0	0	0	0	0	0	0	0	0	36
00:30																	
Lane	1	0	25	2	0	2	0	0	0	0	0	0	0	0	0	0	29
	2	0	29	1	0	0	0	0	0	0	0	0	0	0	0	0	30
00:45																	
Lane	1	0	13	3	1	0	0	0	0	0	0	0	0	0	0	0	17
	2	0	15	7	0	1	0	0	0	0	0	0	0	0	0	0	23
01:00																	
Lane	1	0	8	3	0	0	1	0	0	0	0	0	0	0	0	0	12
	2	0	9	4	1	0	1	0	0	0	0	0	0	0	0	0	15
Hourly Totals		0	152	23	2	3	2	0	0	0	0	0	0	0	0	0	182
01:15																	
Lane	1	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	2	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
01:30																	
Lane	1	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
	2	0	16	1	0	0	0	0	0	1	0	0	0	0	0	0	18
01:45																	
Lane	1	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
	2	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
02:00																	
Lane	1	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
	2	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Totals		0	89	16	0	1	0	0	0	1	0	0	0	0	0	0	107
02:15																	
Lane	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	2	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
02:30																	
Lane	1	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
	2	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
02:45																	
Lane	1	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	2	0	5	1	0	0	1	0	0	0	0	0	0	0	0	0	7
03:00																	
Lane	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly Totals		0	47	17	0	0	1	0	0	1	0	0	0	0	0	0	66

Tue - Apr 26, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
03:15																	
Lane	1	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	2	0	7	1	0	0	0	0	1	1	0	0	0	0	0	0	10
03:30																	
Lane	1	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45																	
Lane	1	0	8	4	0	0	1	0	0	0	0	0	0	0	0	0	13
	2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00																	
Lane	1	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Totals		0	54	16	0	0	1	0	1	1	0	0	0	0	0	0	73
04:15																	
Lane	1	0	15	3	0	1	0	0	0	0	0	0	0	0	0	0	19
	2	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
04:30																	
Lane	1	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
	2	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
04:45																	
Lane	1	0	26	10	0	1	0	0	0	0	0	0	0	0	0	0	37
	2	0	12	4	0	0	1	0	0	0	0	0	0	0	0	0	17
05:00																	
Lane	1	0	22	13	0	1	0	0	0	0	0	0	0	0	0	0	36
	2	0	10	2	0	0	0	0	0	1	0	0	0	0	0	0	13
Hourly Totals		0	121	41	0	3	1	0	0	1	0	0	0	0	0	0	167
05:15																	
Lane	1	0	35	15	0	3	0	0	0	0	0	0	0	0	0	0	53
	2	0	17	6	0	0	0	0	0	1	0	0	0	0	0	0	24
05:30																	
Lane	1	0	51	13	0	1	0	0	0	1	0	0	0	0	0	0	66
	2	0	19	0	1	0	2	1	0	2	0	0	0	0	0	0	25
05:45																	
Lane	1	0	67	19	0	1	0	0	0	0	0	0	0	0	0	0	87
	2	0	21	5	1	0	2	0	0	0	0	0	0	0	0	0	29
06:00																	
Lane	1	0	69	19	0	4	0	0	0	4	0	0	0	0	0	0	96
	2	0	24	5	0	2	2	0	0	0	0	0	0	0	0	0	33
Hourly Totals		0	303	82	2	11	6	1	0	8	0	0	0	0	0	0	413
06:15																	
Lane	1	0	89	33	1	7	1	0	0	3	0	0	0	1	0	0	135
	2	0	10	3	0	1	1	0	0	2	0	0	0	0	0	0	17

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:30																	
Lane	1	0	99	31	1	12	0	0	1	3	0	0	0	0	0	0	147
	2	0	27	5	0	1	0	0	0	0	0	0	0	0	0	0	33
06:45																	
Lane	1	1	94	35	0	3	1	0	0	1	0	0	0	0	0	0	135
	2	0	37	9	0	0	1	1	0	0	0	0	0	0	0	0	48
07:00																	
Lane	1	2	128	40	0	8	2	0	0	2	0	0	0	0	0	0	182
	2	0	27	6	0	0	2	0	0	0	0	0	0	0	0	0	35
Hourly Totals		3	511	162	2	32	8	1	1	11	0	0	0	1	0	0	732
07:15																	
Lane	1	0	100	29	1	2	1	0	0	2	1	0	0	0	0	0	136
	2	0	37	9	0	1	0	0	0	2	0	0	0	0	0	0	49
07:30																	
Lane	1	1	123	28	2	5	2	0	0	7	0	0	0	0	0	0	168
	2	0	43	9	0	3	3	0	0	1	0	0	0	0	0	0	59
07:45																	
Lane	1	2	129	28	0	4	2	0	0	7	0	0	0	0	0	0	172
	2	0	46	10	1	4	0	0	0	1	0	0	0	0	0	0	62
08:00																	
Lane	1	0	125	20	0	6	1	0	2	3	0	0	0	0	0	0	157
	2	1	41	14	0	5	3	0	0	0	0	0	0	1	0	0	65
Hourly Totals		4	644	147	4	30	12	0	2	23	1	0	0	1	0	0	868
08:15																	
Lane	1	1	110	22	2	4	1	0	0	2	0	0	0	0	0	0	142
	2	0	68	20	0	2	0	0	0	1	1	0	0	0	0	0	92
08:30																	
Lane	1	0	114	25	1	4	1	0	0	2	2	0	0	0	0	0	149
	2	0	56	18	1	2	1	0	0	0	0	0	0	0	0	0	78
08:45																	
Lane	1	0	116	22	0	2	3	0	0	9	0	0	0	0	0	0	152
	2	0	56	16	1	7	2	0	0	3	0	0	0	0	0	0	85
09:00																	
Lane	1	1	113	30	1	3	2	0	0	5	0	0	0	0	0	0	155
	2	0	54	13	2	1	3	0	0	2	0	0	0	0	0	0	75
Hourly Totals		2	687	166	8	25	13	0	0	24	3	0	0	0	0	0	928
09:15																	
Lane	1	0	88	21	0	3	0	0	0	3	1	0	0	0	0	0	116
	2	0	71	13	1	3	0	0	0	1	0	0	0	0	0	0	89
09:30																	
Lane	1	0	71	13	0	5	0	0	1	2	0	0	0	0	0	0	92
	2	0	66	17	0	1	1	0	0	2	0	0	0	1	0	0	88

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
09:45																	
Lane	1	0	71	18	0	4	2	0	0	3	0	0	0	0	0	0	98
	2	2	48	24	0	2	0	0	0	4	0	0	0	0	0	0	80
10:00																	
Lane	1	0	91	25	1	3	1	0	0	2	0	0	0	0	0	0	123
	2	1	61	17	0	2	1	0	0	5	1	0	0	0	0	0	88
Hourly Totals		3	567	148	2	23	5	0	1	22	2	0	0	1	0	0	774
10:15																	
Lane	1	0	86	21	0	0	0	0	0	5	0	0	0	0	0	0	112
	2	2	66	12	1	3	1	1	1	2	2	0	0	0	0	0	91
10:30																	
Lane	1	0	86	16	1	5	1	0	0	2	0	0	0	1	0	0	112
	2	0	99	13	2	6	0	0	1	7	1	0	0	0	0	0	129
10:45																	
Lane	1	0	94	25	0	7	0	0	0	2	1	0	0	0	0	0	129
	2	0	64	8	0	2	1	0	0	3	2	0	0	0	0	0	80
11:00																	
Lane	1	0	89	19	0	3	1	0	1	6	0	0	0	0	0	0	119
	2	0	67	14	0	2	0	0	1	4	2	0	0	1	0	0	91
Hourly Totals		2	651	128	4	28	4	1	4	31	8	0	0	2	0	0	863
11:15																	
Lane	1	0	106	23	0	1	1	0	2	1	0	0	0	0	0	0	134
	2	0	92	15	1	5	1	1	0	2	1	0	0	0	0	0	118
11:30																	
Lane	1	0	82	21	1	4	0	0	0	9	0	0	0	0	0	0	117
	2	0	79	15	1	4	4	0	0	6	0	0	0	0	0	0	109
11:45																	
Lane	1	0	98	18	2	7	1	0	0	5	0	0	0	0	0	0	131
	2	0	92	9	0	4	1	0	0	1	0	0	0	0	0	0	107
12:00																	
Lane	1	1	97	19	1	7	1	0	0	8	0	0	0	1	0	0	135
	2	0	72	12	0	2	1	1	1	3	0	0	0	0	0	0	92
Hourly Totals		1	718	132	6	34	10	2	3	35	1	0	0	1	0	0	943
12:15																	
Lane	1	0	81	12	0	6	0	1	0	2	0	0	0	0	0	0	102
	2	1	109	18	1	4	2	0	0	3	0	0	0	0	0	0	138
12:30																	
Lane	1	1	113	19	3	5	2	0	0	3	0	0	0	0	0	0	146
	2	0	109	18	1	3	3	1	1	4	1	0	0	1	0	0	142
12:45																	
Lane	1	0	98	18	1	3	2	0	1	4	0	0	0	0	0	0	127
	2	0	90	15	0	5	1	1	0	2	1	0	0	0	0	0	115

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:00																	
Lane	1	0	88	23	0	5	2	0	1	5	0	0	0	0	0	0	124
	2	1	88	30	0	2	1	2	0	2	0	0	0	0	0	0	126
Hourly Totals		3	776	153	6	33	13	5	3	25	2	0	0	1	0	0	1020
13:15																	
Lane	1	1	95	20	0	5	2	0	0	1	0	0	0	1	0	0	125
	2	0	94	22	0	2	2	0	2	5	0	0	0	0	0	0	127
13:30																	
Lane	1	0	102	16	2	3	0	0	0	1	0	0	0	0	0	0	124
	2	0	98	19	0	3	0	0	0	3	1	0	0	0	0	0	124
13:45																	
Lane	1	2	97	20	0	3	1	0	0	6	0	0	0	0	0	0	129
	2	0	71	23	1	2	1	0	0	3	0	0	0	0	0	0	101
14:00																	
Lane	1	0	105	31	0	2	1	0	2	2	2	0	0	0	0	0	145
	2	0	104	18	0	2	0	0	0	5	0	0	0	0	0	0	129
Hourly Totals		3	766	169	3	22	7	0	4	26	3	0	0	1	0	0	1004
14:15																	
Lane	1	0	98	19	0	7	2	0	2	7	0	0	0	0	0	0	135
	2	0	104	25	1	4	1	0	0	5	0	0	0	0	0	0	140
14:30																	
Lane	1	0	91	24	1	7	2	0	0	6	0	0	0	0	0	0	131
	2	0	99	15	0	6	2	0	0	2	0	0	0	0	0	0	124
14:45																	
Lane	1	0	120	13	1	3	1	0	0	6	0	0	0	0	0	0	144
	2	0	115	18	2	3	2	2	0	4	1	0	0	0	0	0	147
15:00																	
Lane	1	0	105	30	0	1	0	0	0	3	0	0	0	0	0	0	139
	2	0	111	31	1	6	1	0	0	3	0	0	0	0	0	0	153
Hourly Totals		0	843	175	6	37	11	2	2	36	1	0	0	0	0	0	1113
15:15																	
Lane	1	0	103	20	1	2	1	1	0	5	1	0	0	1	0	0	135
	2	2	128	25	0	3	4	0	0	3	0	0	0	2	0	0	167
15:30																	
Lane	1	0	114	19	1	2	0	0	1	3	0	0	0	0	0	0	140
	2	0	139	38	0	2	3	1	0	4	0	0	0	0	0	0	187
15:45																	
Lane	1	2	111	16	0	0	0	0	1	2	0	0	0	0	0	0	132
	2	1	155	24	0	6	6	3	0	4	0	0	0	0	0	0	199
16:00																	
Lane	1	0	97	26	0	1	0	0	0	4	0	0	0	0	0	0	128
	2	0	130	29	0	4	4	1	0	4	1	0	0	0	0	0	173
Hourly Totals		5	977	197	2	20	18	6	2	29	2	0	0	3	0	0	1261

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
16:15																	
Lane	1	1	97	19	0	2	0	0	0	2	0	0	0	0	0	0	121
	2	0	128	24	0	7	0	0	0	6	0	0	0	0	0	0	165
16:30																	
Lane	1	0	106	21	0	2	0	0	0	4	0	0	0	0	0	0	133
	2	0	136	37	0	4	4	2	0	3	0	0	0	0	0	0	186
16:45																	
Lane	1	2	104	18	0	5	0	2	0	1	0	0	0	0	0	0	132
	2	0	134	21	0	3	4	4	0	4	0	0	0	0	0	0	170
17:00																	
Lane	1	1	126	20	1	1	0	1	0	1	0	0	0	0	0	0	151
	2	1	143	25	0	2	3	1	0	5	1	0	0	0	0	0	181
Hourly Totals		5	974	185	1	26	11	10	0	26	1	0	0	0	0	0	1239
17:15																	
Lane	1	1	125	24	1	4	1	0	0	5	0	0	0	0	0	0	161
	2	0	145	23	0	1	0	0	0	3	0	0	0	1	0	0	173
17:30																	
Lane	1	0	107	28	0	1	0	0	0	0	0	0	0	0	0	0	136
	2	0	160	30	0	3	3	0	0	3	0	0	0	1	0	0	200
17:45																	
Lane	1	0	133	29	0	3	0	3	0	2	0	0	0	0	0	0	170
	2	0	142	31	0	4	1	1	0	6	0	0	0	2	0	0	187
18:00																	
Lane	1	1	118	15	0	0	0	0	0	1	0	0	0	0	0	0	135
	2	0	152	30	0	3	0	3	0	4	0	0	0	0	0	0	192
Hourly Totals		2	1082	210	1	19	5	7	0	24	0	0	0	4	0	0	1354
18:15																	
Lane	1	0	116	26	0	1	0	0	0	0	0	0	0	0	0	0	143
	2	0	149	19	0	0	2	1	0	3	0	0	0	0	0	0	174
18:30																	
Lane	1	0	116	19	0	4	0	0	0	0	0	0	0	0	0	0	139
	2	0	127	19	0	5	1	0	0	6	0	0	0	0	0	0	158
18:45																	
Lane	1	0	113	20	0	5	0	0	0	1	0	0	0	0	0	0	139
	2	0	126	26	0	3	0	1	0	1	0	0	0	1	0	0	158
19:00																	
Lane	1	0	104	21	0	2	0	0	1	1	0	0	0	0	0	0	129
	2	0	88	18	0	1	0	1	0	2	0	0	0	0	0	0	110
Hourly Totals		0	939	168	0	21	3	3	1	14	0	0	0	1	0	0	1150
19:15																	
Lane	1	0	75	12	0	4	0	0	0	0	0	0	0	0	0	0	91
	2	0	93	21	0	4	0	1	0	1	0	0	0	0	0	0	120

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:30																	
Lane	1	0	77	10	0	4	0	0	0	0	0	0	0	0	0	0	91
	2	0	88	20	0	2	0	0	0	2	0	0	0	0	0	0	112
19:45																	
Lane	1	0	87	18	0	4	0	0	0	2	0	0	0	0	0	0	111
	2	1	91	19	1	1	0	0	0	1	0	0	0	0	0	0	114
20:00																	
Lane	1	0	108	15	0	4	0	0	0	1	0	0	0	0	0	0	128
	2	0	88	19	0	4	0	1	0	3	0	0	0	0	0	0	115
Hourly Totals		1	707	134	1	27	0	2	0	10	0	0	0	0	0	0	882
20:15																	
Lane	1	0	94	14	0	0	0	0	0	0	0	0	0	0	0	0	108
	2	0	87	21	0	1	0	0	0	0	0	0	0	0	0	0	109
20:30																	
Lane	1	0	90	7	0	0	0	0	0	2	0	0	0	0	0	0	99
	2	0	86	12	0	3	0	1	0	3	0	0	0	0	0	0	105
20:45																	
Lane	1	0	60	7	0	1	0	0	0	0	0	0	0	0	0	0	68
	2	0	108	15	0	2	0	0	0	4	0	0	0	0	0	0	129
21:00																	
Lane	1	0	82	11	1	2	0	0	0	0	0	0	0	0	0	0	96
	2	0	61	14	0	0	0	1	0	4	0	0	0	0	0	0	80
Hourly Totals		0	668	101	1	9	0	2	0	13	0	0	0	0	0	0	794
21:15																	
Lane	1	0	73	13	0	1	0	0	0	2	0	0	0	0	0	0	89
	2	0	74	12	0	2	0	0	0	1	0	0	0	0	0	0	89
21:30																	
Lane	1	0	59	9	0	3	0	0	0	0	0	0	0	0	0	0	71
	2	0	54	15	0	0	3	0	0	1	0	0	0	0	0	0	73
21:45																	
Lane	1	0	44	12	1	1	0	0	0	0	0	0	0	0	0	0	58
	2	0	59	9	0	1	0	0	0	1	0	0	0	0	0	0	70
22:00																	
Lane	1	0	42	10	0	1	0	0	0	0	0	0	0	0	0	0	53
	2	0	51	9	0	2	0	0	0	1	0	0	0	0	0	0	63
Hourly Totals		0	456	89	1	11	3	0	0	6	0	0	0	0	0	0	566
22:15																	
Lane	1	0	44	6	0	0	0	0	0	0	0	0	0	0	0	0	50
	2	0	56	6	0	1	1	0	0	2	0	0	0	0	0	0	66
22:30																	
Lane	1	0	40	3	0	1	0	1	0	0	0	0	0	0	0	0	45
	2	0	44	10	0	1	0	0	0	3	0	0	0	0	0	0	58

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
22:45																	
Lane	1	0	34	12	0	0	0	0	1	0	0	0	0	0	0	0	47
	2	0	35	2	0	1	0	0	0	1	0	0	0	0	0	0	39
23:00																	
Lane	1	0	40	9	0	0	0	0	0	0	0	0	0	0	0	0	49
	2	0	41	8	0	0	2	0	0	0	0	0	0	0	0	0	51
Hourly Totals		0	334	56	0	4	3	1	1	6	0	0	0	0	0	0	405
23:15																	
Lane	1	0	29	5	0	0	0	0	0	1	0	0	0	0	0	0	35
	2	0	48	4	0	0	1	0	0	1	0	0	0	0	0	0	54
23:30																	
Lane	1	0	18	7	0	0	0	0	0	0	0	0	0	0	0	0	25
	2	0	30	6	0	0	1	0	0	0	0	0	0	0	0	0	37
23:45																	
Lane	1	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
	2	0	33	6	0	1	1	0	0	1	0	0	0	0	0	0	42
24:00																	
Lane	1	0	22	8	0	0	0	0	0	0	0	0	0	0	0	0	30
	2	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
Hourly Totals		0	220	41	0	1	3	0	0	3	0	0	0	0	0	0	268
Daily Totals		34	13286	2756	52	420	140	43	25	376	24	0	0	16	0	0	17172
Percentages		0.20	77.37	16.05	0.30	2.45	0.82	0.25	0.15	2.19	0.14	0.00	0.00	0.09	0.00	0.00	

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00:15																	
Lane	1	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
	2	0	40	4	0	1	0	0	0	0	0	0	0	0	0	0	45
00:30																	
Lane	1	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	2	0	26	2	0	0	0	0	0	1	0	0	0	0	0	0	29
00:45																	
Lane	1	0	11	0	0	0	0	0	0	2	0	0	0	0	0	0	13
	2	0	11	3	0	0	0	0	0	1	0	0	0	0	0	0	15
01:00																	
Lane	1	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	2	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Totals		0	131	17	0	1	0	0	0	4	0	0	0	0	0	0	153

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
01:15																	
Lane	1	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	2	0	27	4	0	0	0	0	0	0	0	0	0	0	0	0	31
01:30																	
Lane	1	0	19	2	0	2	1	0	0	0	0	0	0	0	0	0	24
	2	0	16	0	0	1	2	0	0	0	0	0	0	0	0	0	19
01:45																	
Lane	1	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	2	0	11	2	0	1	0	0	0	1	0	0	0	0	0	0	15
02:00																	
Lane	1	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
	2	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	8
Hourly Totals		1	106	12	0	6	3	0	0	1	0	0	0	0	0	0	129
02:15																	
Lane	1	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
	2	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
02:30																	
Lane	1	0	4	3	1	0	0	0	0	0	0	0	0	0	0	0	8
	2	0	12	3	1	0	0	0	0	0	0	0	0	0	0	0	16
02:45																	
Lane	1	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	2	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
03:00																	
Lane	1	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	2	0	5	2	0	2	0	0	0	0	0	0	0	0	0	0	9
Hourly Totals		0	66	15	2	2	0	0	0	0	0	0	0	0	0	0	85
03:15																	
Lane	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	0	8	1	0	0	0	0	0	2	0	0	0	0	0	0	11
03:30																	
Lane	1	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45																	
Lane	1	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00																	
Lane	1	0	9	5	0	1	0	0	0	0	0	0	0	0	0	0	15
	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Totals		0	54	11	0	1	0	0	0	2	0	0	0	0	0	0	68
04:15																	
Lane	1	0	10	4	0	1	0	0	0	0	0	0	0	0	0	0	15
	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
04:30																	
Lane	1	0	16	6	0	1	1	0	0	0	0	0	0	0	0	0	24
	2	0	6	1	0	0	2	0	0	0	0	0	0	0	0	0	9
04:45																	
Lane	1	0	23	14	0	2	0	0	0	0	0	0	0	0	0	0	39
	2	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
05:00																	
Lane	1	0	35	13	0	2	0	0	0	0	0	0	0	0	0	0	50
	2	0	11	2	0	0	1	0	0	0	0	0	0	0	0	0	14
Hourly Totals		0	125	43	0	6	4	0	0	0	0	0	0	0	0	0	178
05:15																	
Lane	1	0	25	10	0	0	0	0	0	0	0	0	0	0	0	0	35
	2	0	16	8	0	0	0	0	0	0	0	0	0	0	0	0	24
05:30																	
Lane	1	0	61	22	0	1	0	0	0	0	0	0	0	0	0	0	84
	2	0	23	3	1	0	1	0	0	0	0	0	0	0	0	0	28
05:45																	
Lane	1	0	57	23	0	4	0	0	0	1	0	0	0	0	0	0	85
	2	0	24	6	1	0	0	0	0	0	0	0	0	0	0	0	31
06:00																	
Lane	1	0	90	21	0	6	1	0	0	2	0	0	0	0	0	0	120
	2	0	25	2	0	0	0	0	0	1	0	0	0	0	0	0	28
Hourly Totals		0	321	95	2	11	2	0	0	4	0	0	0	0	0	0	435
06:15																	
Lane	1	0	66	23	1	6	0	1	0	1	0	0	0	0	0	0	98
	2	0	29	12	0	1	1	0	0	1	0	0	0	0	0	0	44
06:30																	
Lane	1	1	91	33	0	4	1	0	1	1	0	0	0	0	0	0	132
	2	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
06:45																	
Lane	1	1	115	33	0	9	4	0	0	4	0	0	0	1	0	0	167
	2	0	40	9	0	1	1	0	0	0	0	0	0	0	0	0	51
07:00																	
Lane	1	0	114	38	1	5	3	0	0	1	0	0	0	0	0	0	162
	2	0	51	15	0	2	0	0	0	0	0	0	0	1	0	0	69
Hourly Totals		2	533	166	2	28	10	1	1	8	0	0	0	2	0	0	753
07:15																	
Lane	1	0	117	35	0	10	2	0	0	6	0	0	0	0	0	0	170
	2	1	50	11	0	1	2	0	0	3	0	0	0	0	0	0	68
07:30																	
Lane	1	2	150	35	1	4	0	0	0	5	0	0	0	0	0	0	197
	2	1	68	13	1	3	1	0	1	0	0	0	0	0	0	0	88

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
07:45																	
Lane	1	0	128	27	0	3	1	0	0	4	0	0	0	0	0	0	163
	2	0	79	12	0	1	1	1	0	3	0	0	0	0	0	0	97
08:00																	
Lane	1	0	141	29	2	5	2	0	0	4	0	0	0	0	0	0	183
	2	0	59	19	2	5	1	0	0	2	0	0	0	0	0	0	88
Hourly Totals		4	792	181	6	32	10	1	1	27	0	0	0	0	0	0	1054
08:15																	
Lane	1	0	134	24	1	9	1	0	1	6	0	0	0	1	0	0	177
	2	2	89	18	0	1	0	2	0	1	1	0	0	0	0	0	114
08:30																	
Lane	1	1	156	29	4	3	2	0	0	5	0	0	0	0	0	0	200
	2	0	62	20	1	1	0	1	0	2	1	0	0	0	0	0	88
08:45																	
Lane	1	0	111	31	1	3	2	0	1	1	0	0	0	0	0	0	150
	2	0	54	18	2	1	2	0	0	3	0	0	0	0	0	0	80
09:00																	
Lane	1	0	114	27	1	2	1	0	0	2	2	0	0	0	0	0	149
	2	1	66	10	0	1	2	1	0	3	1	0	0	0	0	0	85
Hourly Totals		4	786	177	10	21	10	4	2	23	5	0	0	1	0	0	1043
09:15																	
Lane	1	0	80	28	0	5	2	0	0	4	2	0	0	0	0	0	121
	2	2	58	16	1	4	0	0	0	0	0	0	0	0	0	0	81
09:30																	
Lane	1	3	72	16	1	1	5	0	1	7	0	0	0	1	0	0	107
	2	0	66	13	0	2	1	0	0	4	1	0	0	0	0	0	87
09:45																	
Lane	1	0	62	20	1	3	1	0	2	4	0	0	0	0	0	0	93
	2	0	60	21	0	3	1	0	0	5	1	0	0	1	0	0	92
10:00																	
Lane	1	2	75	23	0	0	0	0	1	3	1	0	0	1	0	0	106
	2	0	63	19	1	8	3	0	0	3	1	0	0	0	0	0	98
Hourly Totals		7	536	156	4	26	13	0	4	30	6	0	0	3	0	0	785
10:15																	
Lane	1	0	80	13	1	1	1	0	0	5	0	0	0	0	0	0	101
	2	0	49	12	0	2	1	0	0	4	0	0	0	0	0	0	68
10:30																	
Lane	1	0	71	27	0	4	2	0	0	2	1	0	0	1	0	0	108
	2	1	62	22	0	4	1	0	0	3	0	0	0	0	0	0	93
10:45																	
Lane	1	1	83	14	0	3	0	1	0	5	0	0	0	0	0	0	107
	2	0	54	19	0	1	1	0	0	1	0	0	0	0	0	0	76

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
11:00																	
Lane	1	0	82	23	0	4	1	0	0	5	0	0	0	0	0	0	115
	2	0	74	17	2	5	0	0	0	1	0	0	0	1	0	0	100
Hourly Totals		2	555	147	3	24	7	1	0	26	1	0	0	2	0	0	768
11:15																	
Lane	1	0	84	15	1	4	0	0	0	7	1	0	0	0	0	0	112
	2	0	70	12	0	5	2	0	0	1	0	0	0	1	0	0	91
11:30																	
Lane	1	0	84	21	0	2	0	1	0	4	0	0	0	0	0	0	112
	2	0	79	16	2	3	1	0	0	2	0	0	0	0	0	0	103
11:45																	
Lane	1	0	67	32	0	4	1	0	0	6	0	0	0	0	0	0	110
	2	0	49	14	1	2	1	1	0	4	0	0	0	1	0	0	73
12:00																	
Lane	1	0	81	26	0	2	2	0	0	3	0	0	0	0	0	0	114
	2	0	89	17	2	4	1	0	0	2	0	0	0	0	0	0	115
Hourly Totals		0	603	153	6	26	8	2	0	29	1	0	0	2	0	0	830
12:15																	
Lane	1	0	82	24	0	5	0	1	1	5	1	0	0	0	0	0	119
	2	0	82	13	1	3	1	0	1	5	0	0	0	1	0	0	107
12:30																	
Lane	1	0	91	17	0	3	2	0	0	6	0	0	0	0	0	0	119
	2	0	80	9	1	3	4	0	0	3	0	0	0	0	0	0	100
12:45																	
Lane	1	0	87	29	0	5	0	0	0	7	0	0	0	0	0	0	128
	2	2	68	11	1	2	2	0	0	9	0	0	0	0	0	0	95
13:00																	
Lane	1	0	86	15	0	1	1	0	0	0	0	0	0	0	0	0	103
	2	0	85	14	2	3	1	0	0	4	1	0	0	0	0	0	110
Hourly Totals		2	661	132	5	25	11	1	2	39	2	0	0	1	0	0	881
13:15																	
Lane	1	0	82	13	0	5	0	0	0	3	1	0	0	0	0	0	104
	2	0	97	21	0	3	2	0	0	7	0	0	0	0	0	0	130
13:30																	
Lane	1	0	78	21	1	5	1	0	0	2	0	0	0	0	0	0	108
	2	1	89	17	0	2	3	0	0	4	0	0	0	0	0	0	116
13:45																	
Lane	1	0	96	28	0	1	1	0	1	5	0	0	0	0	0	0	132
	2	0	84	11	3	9	0	2	0	2	0	0	0	0	0	0	111
14:00																	
Lane	1	2	64	25	0	3	0	0	1	6	0	0	0	0	0	0	101
	2	0	72	23	2	3	1	0	0	3	0	0	0	0	0	0	104
Hourly Totals		3	662	159	6	31	8	2	2	32	1	0	0	0	0	0	906

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
14:15																	
Lane	1	0	95	13	0	1	2	0	0	5	0	0	0	0	0	0	116
	2	1	91	27	2	5	2	0	0	3	0	0	0	0	0	0	131
14:30																	
Lane	1	1	102	26	0	6	2	0	2	3	0	0	0	0	0	0	142
	2	0	95	33	4	1	4	0	0	5	1	0	0	1	0	0	144
14:45																	
Lane	1	0	76	27	0	5	1	0	0	1	0	0	0	0	0	0	110
	2	1	101	27	0	3	0	4	0	0	0	0	0	1	0	0	137
15:00																	
Lane	1	0	105	22	0	3	2	0	0	4	0	0	0	0	0	0	136
	2	0	129	33	0	3	2	0	0	2	1	0	0	1	0	0	171
Hourly Totals		3	794	208	6	27	15	4	2	23	2	0	0	3	0	0	1087
15:15																	
Lane	1	0	107	14	1	2	0	0	0	5	1	0	0	0	0	0	130
	2	0	136	25	2	4	3	1	0	10	0	0	0	0	0	0	181
15:30																	
Lane	1	0	120	23	2	5	1	0	0	4	0	0	0	0	0	0	155
	2	0	133	21	0	4	2	1	0	5	0	0	0	2	0	0	168
15:45																	
Lane	1	2	126	23	0	3	0	1	0	4	0	0	0	0	0	0	159
	2	0	122	28	0	8	2	3	0	3	1	0	0	1	0	0	168
16:00																	
Lane	1	0	112	17	0	3	2	0	0	2	1	0	0	0	0	0	137
	2	0	130	25	1	3	1	0	0	5	0	0	0	0	0	0	165
Hourly Totals		2	986	176	6	32	11	6	0	38	3	0	0	3	0	0	1263
16:15																	
Lane	1	0	98	15	1	4	0	1	0	3	0	0	0	0	0	0	122
	2	0	159	37	0	4	3	3	0	4	0	0	0	0	0	0	210
16:30																	
Lane	1	1	90	14	0	2	1	0	0	4	0	0	0	0	0	0	112
	2	0	113	33	1	8	2	1	0	11	0	0	0	0	0	0	169
16:45																	
Lane	1	1	106	14	0	4	0	0	0	1	0	0	0	0	0	0	126
	2	0	159	29	0	3	3	1	0	3	0	0	0	0	0	0	198
17:00																	
Lane	1	2	112	22	0	2	0	0	0	3	0	0	0	0	0	0	141
	2	1	129	29	0	2	0	0	0	3	0	0	0	0	0	0	164
Hourly Totals		5	966	193	2	29	9	6	0	32	0	0	0	0	0	0	1242
17:15																	
Lane	1	1	119	14	0	4	1	0	0	2	0	0	0	0	0	0	141
	2	1	140	20	0	1	2	2	0	6	0	0	0	1	0	0	173

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
17:30																	
Lane	1	0	135	17	0	1	0	1	0	3	0	0	0	0	0	0	157
	2	1	150	32	0	3	2	0	0	7	0	0	0	0	0	0	195
17:45																	
Lane	1	0	109	18	0	5	0	0	0	2	0	0	0	0	0	0	134
	2	1	134	21	0	3	2	2	0	3	0	0	0	1	0	0	167
18:00																	
Lane	1	0	105	17	0	2	1	0	0	1	0	0	0	0	0	0	126
	2	0	128	32	1	4	1	3	0	3	0	0	0	0	0	0	172
Hourly Totals		4	1020	171	1	23	9	8	0	27	0	0	0	2	0	0	1265
18:15																	
Lane	1	1	120	14	2	2	0	1	0	1	0	0	0	0	0	0	141
	2	0	154	22	1	5	1	2	0	1	0	0	0	0	0	0	186
18:30																	
Lane	1	0	104	23	1	1	0	0	0	0	0	0	0	0	0	0	129
	2	0	116	21	0	1	3	3	0	3	0	0	0	0	0	0	147
18:45																	
Lane	1	0	89	22	0	1	0	0	0	1	0	0	0	0	0	0	113
	2	0	107	19	0	1	2	1	0	1	0	0	0	0	0	0	131
19:00																	
Lane	1	0	73	29	0	4	0	1	0	0	0	0	0	0	0	0	107
	2	1	99	26	0	2	0	0	0	3	0	0	0	0	0	0	131
Hourly Totals		2	862	176	4	17	6	8	0	10	0	0	0	0	0	0	1085
19:15																	
Lane	1	0	86	14	3	1	0	0	0	0	0	0	0	0	0	0	104
	2	0	94	12	0	3	1	0	0	2	0	0	0	0	0	0	112
19:30																	
Lane	1	0	81	8	0	3	1	0	0	2	0	0	0	0	0	0	95
	2	1	76	17	0	0	1	1	0	3	0	0	0	0	0	0	99
19:45																	
Lane	1	0	92	18	0	1	0	1	0	2	0	0	0	0	0	0	114
	2	0	82	16	0	4	0	0	0	2	0	0	0	0	0	0	104
20:00																	
Lane	1	0	77	21	0	1	0	0	0	0	0	0	0	0	0	0	99
	2	0	79	19	1	1	1	0	0	2	0	0	0	0	0	0	103
Hourly Totals		1	667	125	4	14	4	2	0	13	0	0	0	0	0	0	830
20:15																	
Lane	1	0	76	13	0	1	0	0	0	1	0	0	0	0	0	0	91
	2	0	99	21	0	2	1	0	0	1	0	0	0	0	0	0	124
20:30																	
Lane	1	0	96	15	0	1	0	0	0	1	0	0	0	0	0	0	113
	2	0	71	20	0	0	0	1	0	1	0	0	0	0	0	0	93

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
20:45																	
Lane	1	0	81	10	1	2	0	0	0	1	0	0	0	0	0	0	95
	2	0	84	22	0	2	0	0	0	1	0	0	0	0	0	0	109
21:00																	
Lane	1	0	66	17	1	1	0	0	0	1	0	0	0	0	0	0	86
	2	0	63	12	0	0	0	0	0	0	0	0	0	0	0	0	75
Hourly Totals		0	636	130	2	9	1	1	0	7	0	0	0	0	0	0	786
21:15																	
Lane	1	0	57	16	0	2	0	0	0	0	0	0	0	0	0	0	75
	2	0	62	10	0	1	0	1	0	2	0	0	0	0	0	0	76
21:30																	
Lane	1	0	61	11	0	0	0	0	0	0	0	0	0	0	0	0	72
	2	0	63	11	1	3	0	0	0	1	0	0	0	0	0	0	79
21:45																	
Lane	1	0	48	6	0	1	0	0	0	1	0	0	0	0	0	0	56
	2	0	56	10	1	0	0	0	0	1	0	0	0	0	0	0	68
22:00																	
Lane	1	1	50	10	1	2	0	0	0	0	0	0	0	0	0	0	64
	2	0	51	10	0	0	1	1	0	0	0	0	0	0	0	0	63
Hourly Totals		1	448	84	3	9	1	2	0	5	0	0	0	0	0	0	553
22:15																	
Lane	1	0	32	5	0	3	0	0	0	0	0	0	0	0	0	0	40
	2	0	45	7	0	2	0	0	0	2	0	0	0	0	0	0	56
22:30																	
Lane	1	0	35	8	0	0	0	0	0	2	0	0	0	0	0	0	45
	2	0	44	10	0	1	0	0	0	1	0	0	0	0	0	0	56
22:45																	
Lane	1	0	36	6	0	0	0	0	0	0	0	0	0	0	0	0	42
	2	0	50	6	0	0	0	0	0	1	0	0	0	0	0	0	57
23:00																	
Lane	1	0	28	5	0	1	0	0	0	0	0	0	0	0	0	0	34
	2	0	37	5	1	1	1	0	0	0	0	0	0	0	0	0	45
Hourly Totals		0	307	52	1	8	1	0	0	6	0	0	0	0	0	0	375
23:15																	
Lane	1	0	22	7	0	0	0	0	0	2	0	0	0	0	0	0	31
	2	0	35	5	0	0	0	0	0	0	0	0	0	0	0	0	40
23:30																	
Lane	1	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
	2	0	35	2	0	0	0	0	0	0	0	0	0	0	0	0	37
23:45																	
Lane	1	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	21
	2	0	31	4	0	1	0	0	0	0	0	0	0	0	0	0	36

Wed - Apr 27, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
24:00																	
Lane	1	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
	2	0	30	2	1	0	0	0	0	1	0	0	0	0	0	0	34
Hourly Totals		0	220	26	1	1	0	0	0	3	0	0	0	0	0	0	251
Daily Totals		43	12837	2805	76	409	143	49	14	389	21	0	0	19	0	0	16805
Percentages		0.26	76.39	16.69	0.45	2.43	0.85	0.29	0.08	2.31	0.12	0.00	0.00	0.11	0.00	0.00	

Sta: 000000000015 Id: 000000000000 CId: 01 Fmt: 200 - Imperial Int: 15 Min.
Start: Tue - Apr 26, 2016 at 00:00 End: Wed - Apr 27, 2016 at 24:00
City/Town: County: BALTIMORE CITY
Location: HOLABIRD AVE W OF DELVALE AVE File: 15.PRN
In1-East In2-West

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
Grand Totals	77	26123	5561	128	829	283	92	39	765	45	0	0	35	0	0	33977
Percentages	0.23	76.88	16.37	0.38	2.44	0.83	0.27	0.11	2.25	0.13	0.00	0.00	0.10	0.00	0.00	

Lane	1	2	Total
Grand Totals	17804	16173	33977
Percentages	52.40	47.60	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
Am Hour 7-8	4	792	181	6	32	10	1	1	27	0	0	0	0	0	0	1054
Percentages	5.19	3.03	3.25	4.69	3.86	3.53	1.09	2.56	3.53	0.00	0.00	0.00	0.00	0.00	0.00	3.10
Pm Hour 17-18	2	1082	210	1	19	5	7	0	24	0	0	0	4	0	0	1354
Percentages	2.60	4.14	3.78	0.78	2.29	1.77	7.61	0.00	3.14	0.00	0.00	0.00	11.43	0.00	0.00	3.99

Sta: 000000000019 Id: 000000000000 CId: 01 Fmt: 200 - Imperial Int: 15 Min.
Start: Tue - Apr 12, 2016 at 00:00 End: Wed - Apr 13, 2016 at 24:00
City/Town: County: BALTIMORE CITY
Location: PENINSULA EXPW N OF I-695 File: 19.PRN
Ln1-North Ln2-North Ln3-South Ln4-South

Tue - Apr 12, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
00:15																	
Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	4	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
00:45																	
Lane	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Totals		0	22	2	1	2	0	0	0	0	0	0	0	0	0	0	27
01:15																	
Lane	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30																	
Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45																	
Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Tue - Apr 12, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
02:00																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Totals		0	18	2	0	0	0	0	0	1	0	0	0	0	0	0	21
02:15																	
Lane	1	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30																	
Lane	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Totals		0	17	3	1	0	1	0	0	0	0	0	0	0	0	0	22
03:15																	
Lane	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
03:45																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4

Tue - Apr 12, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
04:00																	
Lane	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Totals		0	15	5	0	0	0	0	0	2	0	0	0	0	0	0	22
04:15																	
Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30																	
Lane	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4	1	10	2	0	0	1	0	0	1	0	0	0	0	0	0	15
04:45																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	4	0	12	4	0	2	0	0	0	2	0	0	0	0	0	0	20
05:00																	
Lane	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
	4	0	10	6	0	4	0	0	0	0	0	0	0	0	0	0	20
Hourly Totals		1	54	17	0	6	2	0	0	3	0	0	0	0	0	0	83
05:15																	
Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	4	0	13	3	0	1	0	0	0	0	0	0	0	0	0	0	17
05:30																	
Lane	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
	4	0	14	6	0	2	0	0	0	2	0	0	0	0	0	0	24
05:45																	
Lane	1	0	19	1	0	1	0	0	0	0	0	0	0	0	0	0	21
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	4	0	23	9	0	0	1	0	0	1	0	0	0	0	0	0	34

Tue - Apr 12, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
06:00																	
Lane	1	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	4	1	0	1	1	0	0	0	0	0	0	0	0	0	7
	4	0	31	6	0	1	0	0	0	0	0	0	0	0	0	0	38
Hourly Totals		0	123	34	0	7	2	0	0	4	0	0	0	0	0	0	170
06:15																	
Lane	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	3	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
	4	0	35	9	0	1	0	0	0	0	0	0	0	0	0	0	45
06:30																	
Lane	1	0	6	3	0	1	1	0	0	0	0	0	0	0	0	0	11
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	1	12	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	4	0	44	6	0	2	0	0	0	1	0	0	0	0	0	0	53
06:45																	
Lane	1	0	11	1	0	3	0	0	2	0	0	0	0	0	0	0	17
	2	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
	3	0	6	4	0	1	0	0	0	0	0	0	0	0	0	0	11
	4	0	45	7	0	1	0	0	0	1	0	0	0	0	0	0	54
07:00																	
Lane	1	0	18	5	2	0	0	0	0	0	0	0	0	0	0	0	25
	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	13	5	0	0	1	0	0	0	0	0	0	0	0	0	19
	4	0	58	8	0	2	0	0	0	2	0	0	0	0	0	0	70
Hourly Totals		1	264	53	2	11	2	0	2	6	0	0	0	0	0	0	341
07:15																	
Lane	1	0	27	5	1	3	1	0	0	1	1	0	0	0	0	0	39
	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
	3	0	11	1	1	2	0	0	0	0	0	0	0	0	0	0	15
	4	0	58	6	0	1	0	0	0	1	0	0	0	0	0	0	66
07:30																	
Lane	1	0	21	3	0	1	2	0	0	0	0	0	0	0	0	0	27
	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	3	0	18	2	0	0	0	0	1	0	0	0	0	0	0	0	21
	4	0	57	7	0	3	0	0	0	0	0	0	0	0	0	0	67
07:45																	
Lane	1	0	19	5	1	4	0	0	0	0	0	0	0	0	0	0	29
	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	3	0	15	2	0	1	2	0	0	0	0	0	0	0	0	0	20
	4	0	41	7	0	1	1	0	0	0	0	0	0	0	0	0	50

Tue - Apr 12, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
08:00																	
Lane	1	0	12	5	0	3	2	0	0	0	0	0	0	0	0	0	22
	2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	3	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	16
	4	0	48	8	0	0	0	0	0	0	0	0	0	0	0	0	56
Hourly Totals		0	354	55	3	21	8	0	1	2	1	0	0	0	0	0	445
08:15																	
Lane	1	1	21	2	1	0	1	1	0	1	0	0	0	0	0	0	28
	2	0	2	1	0	0	0	0	0	2	1	0	0	0	0	0	6
	3	0	12	3	0	1	0	0	0	2	0	0	0	0	0	0	18
	4	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	38
08:30																	
Lane	1	0	16	3	1	1	0	0	0	1	0	0	0	0	0	0	22
	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
	4	0	35	6	0	0	1	0	0	0	0	0	0	0	0	0	42
08:45																	
Lane	1	0	21	4	0	2	1	1	0	0	0	0	0	0	0	0	29
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	24	6	2	3	0	0	0	0	0	0	0	1	0	0	36
	4	0	54	6	1	2	0	0	0	0	0	0	0	0	0	0	63
09:00																	
Lane	1	0	25	1	0	2	0	0	0	3	0	0	0	0	0	0	31
	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
	3	0	17	1	3	1	1	0	1	1	0	0	0	0	0	0	25
	4	0	38	5	0	0	0	0	0	0	0	0	0	0	0	0	43
Hourly Totals		1	327	41	8	13	4	2	1	10	1	0	0	1	0	0	409
09:15																	
Lane	1	0	15	3	0	0	0	0	0	2	1	0	0	0	0	0	21
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	10	1	4	5	0	0	0	0	0	0	0	0	0	0	20
	4	0	30	3	1	1	0	0	0	3	0	0	0	0	0	0	38
09:30																	
Lane	1	0	18	3	2	0	0	0	1	3	0	0	0	0	0	0	27
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	8	0	1	1	0	0	0	3	2	0	0	0	0	0	15
	4	0	28	4	0	1	0	0	0	0	0	0	0	0	0	0	33
09:45																	
Lane	1	0	12	1	0	2	0	1	0	0	0	0	0	0	0	0	16
	2	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
	3	0	10	2	0	1	0	0	0	1	0	0	0	0	0	0	14
	4	0	15	6	0	1	0	0	0	0	0	0	0	0	0	0	22

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
10:00																	
Lane	1	0	15	5	1	0	1	0	0	2	0	0	0	0	0	0	24
	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	4
	3	0	12	1	0	0	0	0	0	0	1	0	0	0	0	0	14
	4	0	11	2	1	0	0	0	0	0	0	0	0	0	0	0	14
Hourly Totals		0	188	31	10	12	1	1	1	16	5	0	0	0	0	0	265
10:15																	
Lane	1	1	23	5	3	4	2	0	0	4	1	0	0	1	0	0	44
	2	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
	3	1	10	1	1	0	0	0	0	0	1	0	0	0	0	0	14
	4	0	21	3	0	1	1	0	0	0	0	0	0	0	0	0	26
10:30																	
Lane	1	0	24	3	0	2	1	1	0	1	0	0	0	0	0	0	32
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	3	1	2	2	0	0	0	0	1	0	0	0	0	0	9
	4	0	21	1	0	3	0	0	0	0	0	0	0	0	0	0	25
10:45																	
Lane	1	0	16	4	1	0	1	0	0	1	0	0	0	0	0	0	23
	2	0	1	1	1	0	0	0	0	1	0	0	0	0	0	0	4
	3	0	16	4	0	0	0	0	0	0	1	0	0	0	0	0	21
	4	0	19	2	1	0	2	0	0	0	0	0	0	0	0	0	24
11:00																	
Lane	1	0	22	2	3	2	0	0	0	1	2	0	0	0	0	0	32
	2	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3
	3	0	13	2	0	1	0	0	0	6	1	0	0	0	0	0	23
	4	0	24	4	1	1	0	0	0	1	0	0	0	0	0	0	31
Hourly Totals		2	218	33	13	16	8	1	0	17	7	0	0	1	0	0	316
11:15																	
Lane	1	0	15	5	0	4	0	0	0	2	0	0	0	0	0	0	26
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	17	1	0	1	1	0	1	1	3	0	0	0	0	0	25
	4	0	23	4	1	0	1	0	0	4	0	0	0	0	0	0	33
11:30																	
Lane	1	0	12	3	2	1	1	1	0	2	1	0	0	0	0	0	23
	2	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
	3	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
	4	0	27	9	0	0	0	0	0	2	0	0	0	0	0	0	38
11:45																	
Lane	1	0	19	3	0	0	0	0	0	0	1	0	0	0	0	0	23
	2	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
	3	0	13	2	1	1	1	0	0	0	0	0	0	1	0	0	19
	4	0	25	6	1	1	0	0	0	0	0	0	0	0	0	0	33

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
12:00																	
Lane	1	0	21	3	1	0	1	0	0	1	0	0	0	0	0	0	27
	2	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
	3	1	11	2	0	1	0	0	0	1	0	0	0	0	0	0	16
	4	0	16	5	1	2	0	0	0	1	0	0	0	0	0	0	25
Hourly Totals		1	222	45	7	11	6	1	1	16	5	0	0	1	0	0	316
12:15																	
Lane	1	0	27	1	0	1	1	0	0	1	1	0	0	0	0	0	32
	2	0	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5
	3	0	12	4	1	0	0	1	0	1	0	0	0	0	0	0	19
	4	0	25	2	1	0	0	0	0	0	0	0	0	0	0	0	28
12:30																	
Lane	1	0	18	5	0	1	0	1	0	1	1	0	0	0	0	0	27
	2	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
	3	0	16	2	0	1	1	0	0	0	0	0	0	0	0	0	20
	4	0	27	2	0	2	1	0	0	1	0	0	0	0	0	0	33
12:45																	
Lane	1	0	11	4	0	3	1	0	0	1	0	0	0	0	0	0	20
	2	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	4
	3	0	14	3	2	3	1	0	1	2	1	0	0	0	0	0	27
	4	0	30	4	0	0	1	0	1	2	1	0	0	0	0	0	39
13:00																	
Lane	1	0	11	6	0	3	0	0	0	1	0	0	0	1	0	0	22
	2	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	3
	3	0	19	3	1	2	1	0	0	0	0	0	0	1	0	0	27
	4	0	35	2	0	4	0	0	0	0	0	0	0	0	0	0	41
Hourly Totals		0	254	39	5	21	8	3	2	12	4	0	0	2	0	0	350
13:15																	
Lane	1	0	23	3	0	4	2	0	0	1	0	0	0	0	0	0	33
	2	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
	3	0	11	3	0	2	0	0	0	0	0	0	0	0	0	0	16
	4	0	19	7	0	0	0	0	0	0	0	0	0	0	0	0	26
13:30																	
Lane	1	2	25	5	0	1	3	0	0	1	0	0	0	0	0	0	37
	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	1	8	2	0	2	1	0	0	1	1	0	0	0	0	0	16
	4	0	21	4	1	1	0	0	0	2	0	0	0	0	0	0	29
13:45																	
Lane	1	0	27	3	0	1	1	0	0	0	1	0	0	0	0	0	33
	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	3	0	11	3	1	0	0	0	0	0	3	0	0	0	0	0	18
	4	0	28	7	0	0	0	0	0	1	0	0	0	0	0	0	36

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
14:00																	
Lane	1	0	28	6	4	2	0	0	1	2	0	0	0	0	0	0	43
	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	3	1	12	1	0	3	0	0	0	1	0	0	0	0	0	0	18
	4	1	16	5	0	3	1	0	0	0	0	0	0	0	0	0	26
Hourly Totals		5	235	50	6	20	8	0	1	10	5	0	0	0	0	0	340
14:15																	
Lane	1	0	17	6	8	2	1	0	0	1	0	0	0	1	0	0	36
	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
	3	0	22	5	0	2	0	1	0	0	0	0	0	0	0	0	30
	4	0	35	4	0	3	0	0	0	0	0	0	0	0	0	0	42
14:30																	
Lane	1	0	32	12	1	2	3	1	0	1	0	0	0	0	0	0	52
	2	2	1	2	0	1	0	0	0	0	0	0	0	0	0	0	6
	3	1	22	2	0	2	2	0	1	2	0	0	0	0	0	0	32
	4	0	37	1	0	0	0	0	0	0	0	0	0	0	0	0	38
14:45																	
Lane	1	1	38	4	0	6	1	0	0	0	0	0	0	0	0	0	50
	2	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	6
	3	0	17	4	0	0	0	0	0	1	1	0	0	0	0	0	23
	4	0	36	3	0	1	1	0	0	0	0	0	0	0	0	0	41
15:00																	
Lane	1	0	37	5	1	3	1	0	0	1	0	0	0	0	0	0	48
	2	1	3	3	0	0	0	0	0	0	0	0	0	0	0	0	7
	3	0	24	6	1	0	0	0	0	1	1	0	0	0	0	0	33
	4	0	31	7	0	0	0	0	0	0	0	0	0	0	0	0	38
Hourly Totals		5	356	65	13	22	9	2	1	8	2	0	0	1	0	0	484
15:15																	
Lane	1	0	36	5	1	3	2	1	0	1	1	0	0	0	0	0	50
	2	0	6	3	0	0	0	0	0	1	0	0	0	0	0	0	10
	3	0	24	3	0	2	5	0	0	0	2	0	0	0	0	0	36
	4	1	42	6	0	0	0	0	0	0	0	0	0	0	0	0	49
15:30																	
Lane	1	0	35	5	1	3	1	0	0	1	1	0	0	0	0	0	47
	2	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0	5
	3	0	17	7	1	1	0	0	2	3	1	0	0	1	0	0	33
	4	1	43	8	0	1	0	0	0	1	0	0	0	0	0	0	54
15:45																	
Lane	1	1	44	4	0	4	1	0	0	0	0	0	0	0	0	0	54
	2	0	4	2	0	1	0	0	0	1	0	0	0	0	0	0	8
	3	0	23	6	1	2	0	0	1	0	0	0	0	0	0	0	33
	4	0	45	10	1	0	1	0	0	0	0	0	0	0	0	0	57

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
16:00																	
Lane	1	0	36	8	1	3	0	0	0	1	1	0	0	0	0	0	50
	2	1	3	4	0	0	1	0	0	0	0	0	0	0	0	0	9
	3	0	22	4	1	1	1	0	0	1	0	0	0	0	0	0	30
	4	0	42	3	0	1	0	0	0	1	0	0	0	0	0	0	47
Hourly Totals		4	424	79	7	23	12	1	3	12	6	0	0	1	0	0	572
16:15																	
Lane	1	0	40	7	0	2	0	0	0	0	0	0	0	1	0	0	50
	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
	3	0	15	5	3	2	3	0	0	2	0	0	0	0	0	0	30
	4	0	25	9	0	2	0	0	0	0	0	0	0	0	0	0	36
16:30																	
Lane	1	0	37	8	0	3	0	0	0	1	1	0	0	0	0	0	50
	2	0	6	0	0	1	0	0	0	0	0	0	0	0	0	0	7
	3	0	27	2	1	1	0	0	0	3	0	0	0	0	0	0	34
	4	0	45	10	0	2	0	0	0	1	0	0	0	0	0	0	58
16:45																	
Lane	1	1	39	7	1	1	3	0	0	1	0	0	0	0	0	0	53
	2	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
	3	0	40	3	0	2	1	0	0	0	0	0	0	0	0	0	46
	4	0	51	14	0	0	0	0	0	0	0	0	0	0	0	0	65
17:00																	
Lane	1	0	38	13	0	2	0	0	0	0	0	0	0	0	0	0	53
	2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	3	1	25	2	0	3	1	0	0	2	2	0	0	0	0	0	36
	4	0	44	2	0	5	0	0	0	0	0	0	0	0	0	0	51
Hourly Totals		2	442	84	5	28	8	0	0	11	3	0	0	1	0	0	584
17:15																	
Lane	1	0	48	8	0	1	3	0	0	0	0	0	0	0	0	0	60
	2	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	3	0	28	6	2	1	2	1	0	4	0	0	0	0	0	0	44
	4	1	38	1	0	0	0	0	0	0	0	0	0	0	0	0	40
17:30																	
Lane	1	0	48	5	0	0	0	0	0	0	0	0	0	0	0	0	53
	2	0	8	3	1	1	0	0	0	0	0	0	0	0	0	0	13
	3	0	32	6	0	2	0	0	0	0	0	0	0	0	0	0	40
	4	2	37	5	0	1	0	0	0	0	0	0	0	0	0	0	45
17:45																	
Lane	1	0	55	4	0	1	1	0	0	0	0	0	0	0	0	0	61
	2	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
	3	1	24	5	0	1	1	0	0	1	2	0	0	0	0	0	35
	4	0	53	4	0	0	1	0	0	0	0	0	0	0	0	0	58

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
18:00																	
Lane	1	0	60	7	0	3	0	0	0	0	0	0	0	0	0	0	70
	2	0	3	1	0	1	0	0	0	1	0	0	0	0	0	0	6
	3	0	28	4	0	1	0	0	0	0	0	0	0	0	0	0	33
	4	1	50	6	0	3	0	0	0	0	0	0	0	0	0	0	60
Hourly Totals		5	522	67	3	16	8	1	0	7	2	0	0	0	0	0	631
18:15																	
Lane	1	1	37	4	0	0	2	0	0	0	0	0	0	0	0	0	44
	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	3	0	29	5	0	3	1	0	0	1	0	0	0	0	0	0	39
	4	0	48	7	0	3	0	0	0	0	0	0	0	0	0	0	58
18:30																	
Lane	1	0	40	3	0	0	0	0	0	0	0	0	0	0	0	0	43
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	16	4	0	1	0	0	0	0	0	0	0	0	0	0	21
	4	1	31	9	0	0	0	0	0	0	0	0	0	0	0	0	41
18:45																	
Lane	1	0	22	3	0	0	1	1	0	0	0	0	0	0	0	0	27
	2	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
	3	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
	4	1	25	4	0	1	0	0	0	0	0	0	0	0	0	0	31
19:00																	
Lane	1	0	21	7	0	1	0	0	1	0	0	0	0	0	0	0	30
	2	0	4	0	0	2	0	0	0	0	0	0	0	0	0	0	6
	3	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
	4	1	25	2	0	0	0	0	0	0	0	0	0	0	0	0	28
Hourly Totals		4	342	55	0	12	4	1	1	1	0	0	0	0	0	0	420
19:15																	
Lane	1	0	18	3	0	2	0	0	0	0	0	0	0	0	0	0	23
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	4	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	30
19:30																	
Lane	1	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3	0	17	3	0	1	0	0	0	0	0	0	0	0	0	0	21
	4	0	28	4	0	2	0	0	0	0	0	0	0	0	0	0	34
19:45																	
Lane	1	0	25	1	0	0	1	0	0	1	0	0	0	0	0	0	28
	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	3	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
	4	0	28	2	0	0	0	0	0	0	0	0	0	0	0	0	30

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
20:00																	
Lane	1	0	13	3	0	3	0	0	0	0	0	0	0	0	0	0	19
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
	4	0	26	4	0	1	0	0	0	0	0	0	0	0	0	0	31
Hourly Totals		0	254	34	0	9	1	0	0	1	0	0	0	0	0	0	299
20:15																	
Lane	1	0	19	1	0	1	1	0	0	0	0	0	0	0	0	0	22
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	15	1	0	3	0	0	0	0	0	0	0	0	0	0	19
	4	0	25	2	0	1	0	0	0	0	0	0	0	0	0	0	28
20:30																	
Lane	1	0	20	3	0	0	1	0	0	0	0	0	0	0	0	0	24
	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	3	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
	4	0	26	2	0	0	0	0	0	0	0	0	0	0	0	0	28
20:45																	
Lane	1	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	14	4	0	0	1	0	0	0	0	0	0	0	0	0	19
	4	0	27	3	0	1	0	0	0	0	0	0	0	0	0	0	31
21:00																	
Lane	1	0	19	3	0	1	1	0	0	0	0	0	0	0	0	0	24
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	17	3	0	1	0	0	0	0	0	0	0	0	0	0	21
	4	0	29	0	0	1	0	0	0	0	0	0	0	0	0	0	30
Hourly Totals		0	242	25	0	9	4	0	0	0	0	0	0	0	0	0	280
21:15																	
Lane	1	0	15	1	0	0	0	0	0	0	0	0	0	0	0	0	16
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	4	0	24	1	0	1	0	0	0	0	0	0	0	0	0	0	26
21:30																	
Lane	1	0	11	2	0	0	1	0	0	0	0	0	0	0	0	0	14
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	12	2	0	1	0	0	0	0	0	0	0	0	0	0	15
	4	0	15	4	0	1	0	0	0	0	0	0	0	0	0	0	20
21:45																	
Lane	1	0	16	0	0	1	1	0	0	0	0	0	0	0	0	0	18
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
	4	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
22:00																	
Lane	1	0	10	1	0	0	2	0	0	0	0	0	0	0	0	0	13
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	4	1	0	2	0	0	0	0	0	0	0	0	0	0	7
	4	0	12	1	0	0	0	0	0	1	0	0	0	0	0	0	14
Hourly Totals		0	167	15	0	6	4	0	0	1	0	0	0	0	0	0	193
22:15																	
Lane	1	1	11	1	0	0	0	0	0	1	0	0	0	0	0	0	14
	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	4	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
22:30																	
Lane	1	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6
	4	0	11	1	0	0	1	0	0	0	0	0	0	0	0	0	13
22:45																	
Lane	1	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
	4	0	13	0	0	0	0	0	0	1	0	0	0	0	0	0	14
23:00																	
Lane	1	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hourly Totals		1	93	8	0	0	3	0	0	3	0	0	0	0	0	0	108
23:15																	
Lane	1	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	9	0	0	1	0	0	0	0	0	0	0	0	0	0	10
	4	0	10	0	0	1	0	0	0	0	0	0	0	0	0	0	11
23:30																	
Lane	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	4	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
23:45																	
Lane	1	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	4	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
24:00																	
Lane	1	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Totals		0	68	7	0	3	1	0	0	0	0	0	0	0	0	0	79
Daily Totals		32	5221	849	84	268	104	13	14	143	41	0	0	8	0	0	6777
Percentages		0.47	77.04	12.53	1.24	3.95	1.53	0.19	0.21	2.11	0.60	0.00	0.00	0.12	0.00	0.00	

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00:15																	
Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30																	
Lane	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45																	
Lane	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Totals		0	35	6	0	0	0	0	0	0	0	0	0	0	0	0	41
01:15																	
Lane	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
01:30																	
Lane	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45																	
Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Totals		0	25	3	0	1	0	0	0	1	0	0	0	0	0	0	30
02:15																	
Lane	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30																	
Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00																	
Lane	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Totals		0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	38
03:15																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	0	3	2	0	0	0	0	1	0	0	0	0	0	0	0	6

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
03:30																	
Lane	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45																	
Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
04:00																	
Lane	1	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Totals		0	27	3	0	1	1	0	1	0	0	0	0	0	0	0	33
04:15																	
Lane	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
04:30																	
Lane	1	0	4	1	1	0	0	0	0	0	0	0	0	0	0	0	6
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
	4	0	9	2	0	0	1	0	0	1	0	0	0	0	0	0	13
04:45																	
Lane	1	0	2	0	0	1	0	0	0	1	0	0	0	0	0	0	4
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	4	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	16
05:00																	
Lane	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	1	10	2	0	4	0	0	0	1	0	0	0	0	0	0	18
Hourly Totals		1	54	9	1	6	2	0	0	4	0	0	0	0	0	0	77
05:15																	
Lane	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	0	15	8	0	0	0	0	0	1	0	0	0	0	0	0	24

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
05:30																	
Lane	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	4	0	17	7	0	3	1	0	0	0	0	0	0	0	0	0	28
05:45																	
Lane	1	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	4	1	23	11	0	0	1	0	0	0	0	0	0	0	0	0	36
06:00																	
Lane	1	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	4	0	30	7	0	4	0	0	0	1	0	0	0	0	0	0	42
Hourly Totals		1	122	40	0	7	2	0	0	2	0	0	0	0	0	0	174
06:15																	
Lane	1	0	4	3	0	0	0	0	0	1	1	0	0	0	0	0	9
	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4	0	40	11	0	3	0	0	0	0	0	0	0	0	0	0	54
06:30																	
Lane	1	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	4	0	57	10	0	2	0	0	0	0	0	0	0	0	0	0	69
06:45																	
Lane	1	0	9	2	0	0	1	0	0	3	0	0	0	0	0	0	15
	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	3	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	4	0	66	10	0	1	0	0	0	1	0	0	0	0	0	0	78
07:00																	
Lane	1	0	19	5	2	1	0	1	0	0	0	0	0	0	0	0	28
	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	4	0	56	8	0	1	0	0	0	1	0	0	0	0	0	0	66
Hourly Totals		0	291	56	2	8	1	1	0	6	1	0	0	0	0	0	366
07:15																	
Lane	1	0	24	5	3	3	1	1	0	0	0	0	0	0	0	0	37
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	11	2	0	1	0	0	0	0	0	0	0	0	0	0	14
	4	0	59	6	0	4	0	0	0	2	0	0	0	0	0	0	71

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
07:30																	
Lane	1	0	20	1	1	4	0	0	0	1	0	0	0	0	0	0	27
	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	3	0	22	4	0	1	0	0	0	1	0	0	0	0	0	0	28
	4	0	62	9	0	1	0	0	0	0	0	0	0	0	0	0	72
07:45																	
Lane	1	0	29	5	0	1	3	0	0	0	0	0	0	1	0	0	39
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	14	3	0	1	1	0	0	0	0	0	0	0	0	0	19
	4	1	56	7	0	2	0	0	0	1	0	0	0	0	0	0	67
08:00																	
Lane	1	0	31	1	1	3	1	0	1	0	0	0	0	0	0	0	38
	2	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	3	0	24	0	1	1	4	0	0	0	0	0	0	0	0	0	30
	4	1	56	1	0	1	0	0	0	1	0	0	0	0	0	0	60
Hourly Totals		2	423	46	6	23	10	1	1	6	0	0	0	1	0	0	519
08:15																	
Lane	1	0	11	4	1	1	1	2	0	3	1	0	0	0	0	0	24
	2	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
	3	0	9	2	1	2	0	0	0	0	0	0	0	0	0	0	14
	4	0	36	3	1	0	0	0	0	0	0	0	0	0	0	0	40
08:30																	
Lane	1	0	30	3	0	3	0	0	1	1	0	0	0	0	0	0	38
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	16	2	0	1	3	0	0	0	1	0	0	0	0	0	23
	4	0	45	6	0	0	1	0	0	0	0	0	0	0	0	0	52
08:45																	
Lane	1	0	24	3	0	0	2	2	0	0	0	0	0	0	0	0	31
	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	10	1	1	1	3	1	0	2	0	0	0	0	0	0	19
	4	0	31	6	0	2	0	0	0	1	0	0	0	0	0	0	40
09:00																	
Lane	1	0	20	3	1	1	1	0	1	3	0	0	0	0	0	0	30
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	14	2	1	5	2	0	0	0	0	0	0	0	0	0	24
	4	0	39	5	0	1	0	0	0	0	0	0	0	0	0	0	45
Hourly Totals		0	291	40	8	17	13	5	2	10	2	0	0	0	0	0	388
09:15																	
Lane	1	0	16	5	0	0	5	2	0	1	0	0	0	0	0	0	29
	2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	3	0	12	1	3	5	4	0	0	1	0	0	0	0	0	0	26
	4	0	38	7	0	3	0	0	0	0	0	0	0	0	0	0	48

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
09:30																	
Lane	1	0	9	2	0	6	3	0	0	2	0	0	0	0	0	0	22
	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	10	2	0	0	1	0	0	0	0	0	0	0	0	0	13
	4	0	18	2	0	1	0	0	0	0	0	0	0	0	0	0	21
09:45																	
Lane	1	0	12	3	1	2	0	0	0	1	0	0	0	0	0	0	19
	2	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
	3	0	9	4	1	0	5	0	0	0	0	0	0	1	0	0	20
	4	0	19	6	1	3	0	0	0	0	0	0	0	0	0	0	29
10:00																	
Lane	1	0	10	3	1	0	3	0	0	1	1	0	0	0	0	0	19
	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	3	0	12	1	1	0	5	0	0	1	0	0	0	0	0	0	20
	4	0	24	2	0	4	1	0	0	1	0	0	0	0	0	0	32
Hourly Totals		0	198	39	9	25	27	2	0	9	1	0	0	1	0	0	311
10:15																	
Lane	1	0	18	3	6	0	1	0	0	3	0	0	0	1	0	0	32
	2	0	0	1	0	2	0	0	0	1	0	0	0	0	0	0	4
	3	0	14	1	0	1	1	0	0	2	0	0	0	0	0	0	19
	4	0	31	2	0	0	1	0	0	0	0	0	0	0	0	0	34
10:30																	
Lane	1	1	15	3	0	2	2	0	0	0	0	0	0	0	0	0	23
	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	23	1	1	2	3	0	0	1	0	0	0	0	0	0	31
	4	0	31	3	0	0	0	0	0	1	1	0	0	0	0	0	36
10:45																	
Lane	1	0	20	0	1	2	3	0	0	0	0	0	0	0	0	0	26
	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	13	2	0	0	2	0	0	1	0	0	0	0	0	0	18
	4	0	19	2	0	2	0	0	0	1	0	0	0	0	0	0	24
11:00																	
Lane	1	0	22	3	2	3	0	0	0	1	1	0	0	0	0	0	32
	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	9	2	0	0	4	0	0	0	2	0	0	0	0	0	17
	4	0	19	2	0	1	0	0	0	1	0	0	0	0	0	0	23
Hourly Totals		1	236	28	10	15	17	0	0	12	4	0	0	1	0	0	324
11:15																	
Lane	1	0	19	5	1	2	2	0	0	2	0	0	0	1	0	0	32
	2	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
	3	0	15	2	0	1	2	1	0	1	1	0	0	0	0	0	23
	4	0	26	3	0	1	0	0	0	1	0	0	0	0	0	0	31

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
11:30																	
Lane	1	0	7	3	0	3	2	1	0	4	0	0	0	0	0	0	20
	2	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	3
	3	0	13	4	0	0	3	0	0	2	0	0	0	0	0	0	22
	4	0	23	5	0	1	0	0	0	2	0	0	0	0	0	0	31
11:45																	
Lane	1	0	15	3	1	2	4	0	0	0	0	0	0	0	0	0	25
	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
	3	0	9	2	2	2	3	0	1	1	0	0	0	0	0	0	20
	4	0	28	5	0	1	1	0	0	0	0	0	0	0	0	0	35
12:00																	
Lane	1	0	17	5	0	1	2	0	0	0	0	0	0	0	0	0	25
	2	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	4
	3	0	17	5	1	1	1	1	0	0	0	0	0	0	0	0	26
	4	1	22	6	0	0	1	0	0	0	0	0	0	0	0	0	30
Hourly Totals		1	216	49	7	16	21	3	1	17	1	0	0	1	0	0	333
12:15																	
Lane	1	0	11	5	0	1	2	0	1	0	0	0	0	0	0	0	20
	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
	3	0	11	1	0	1	4	0	0	4	0	0	0	0	0	0	21
	4	0	22	4	0	0	1	0	0	0	0	0	0	0	0	0	27
12:30																	
Lane	1	0	21	1	0	1	3	0	0	2	1	0	0	1	0	0	30
	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	3	0	21	3	1	0	3	0	0	3	0	0	0	0	0	0	31
	4	0	36	4	0	5	0	0	0	1	0	0	0	0	0	0	46
12:45																	
Lane	1	0	16	3	0	1	3	0	0	1	0	0	0	0	0	0	24
	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
	3	0	11	3	0	0	2	0	0	1	0	0	0	0	0	0	17
	4	0	24	2	0	2	1	0	0	1	0	0	0	0	0	0	30
13:00																	
Lane	1	0	14	5	0	2	2	0	0	3	0	0	0	0	0	0	26
	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	3	0	18	3	1	1	2	0	0	1	1	0	0	0	0	0	27
	4	0	25	3	0	2	0	0	0	0	0	0	0	0	0	0	30
Hourly Totals		1	238	39	2	19	23	0	1	17	2	0	0	1	0	0	343
13:15																	
Lane	1	0	18	4	0	1	3	1	0	1	1	0	0	0	0	0	29
	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	3	0	21	2	1	4	1	1	0	1	1	0	0	0	0	0	32
	4	0	31	6	0	0	0	0	0	0	0	0	0	0	0	0	37

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
13:30																	
Lane	1	1	22	4	0	0	2	0	0	1	0	0	0	0	0	0	30
	2	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	5
	3	0	16	4	1	0	4	0	0	2	0	0	0	0	0	0	27
	4	0	24	2	0	0	1	0	0	0	0	0	0	0	0	0	27
13:45																	
Lane	1	0	26	4	0	0	4	0	0	0	0	0	0	0	0	0	34
	2	0	3	0	0	4	0	0	0	1	0	0	0	0	0	0	8
	3	0	17	5	0	1	2	0	0	0	2	0	0	0	0	0	27
	4	1	26	3	0	0	0	0	0	0	0	0	0	0	0	0	30
14:00																	
Lane	1	0	34	6	4	2	1	0	1	0	0	0	0	0	0	0	48
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	14	1	0	0	4	0	1	0	1	0	0	0	0	0	21
	4	1	25	4	0	1	0	0	0	1	0	0	0	0	0	0	32
Hourly Totals		3	285	47	6	14	22	2	2	7	5	0	0	0	0	0	393
14:15																	
Lane	1	0	15	6	12	0	1	1	0	0	0	0	0	0	0	0	35
	2	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5
	3	0	14	2	2	0	7	0	0	2	1	0	0	0	0	0	28
	4	0	25	6	0	1	0	0	0	1	0	0	0	0	0	0	33
14:30																	
Lane	1	0	32	4	0	6	3	1	0	1	0	0	0	1	0	0	48
	2	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
	3	0	26	6	1	2	1	0	0	2	2	0	0	0	0	0	40
	4	0	41	3	1	1	0	0	0	2	0	0	0	0	0	0	48
14:45																	
Lane	1	0	26	5	1	2	4	0	0	1	0	0	0	0	0	0	39
	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
	3	0	19	2	0	1	4	0	0	0	0	0	0	0	0	0	26
	4	0	42	6	0	2	0	0	0	0	0	0	0	0	0	0	50
15:00																	
Lane	1	0	29	6	0	4	1	1	0	0	1	0	0	0	0	0	42
	2	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
	3	0	24	1	1	0	3	0	0	1	0	0	0	0	0	0	30
	4	0	32	10	1	0	0	0	0	1	0	0	0	0	0	0	44
Hourly Totals		0	336	62	19	20	25	3	0	12	4	0	0	1	0	0	482
15:15																	
Lane	1	0	19	5	1	2	3	0	0	1	2	0	0	0	0	0	33
	2	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	3	0	19	2	0	2	3	0	0	3	1	0	0	0	0	0	30
	4	0	38	8	1	0	2	0	0	1	0	0	0	0	0	0	50

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
15:30																	
Lane	1	0	28	5	0	0	0	0	0	2	0	0	0	0	0	0	35
	2	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
	3	0	19	9	1	2	1	0	0	1	0	0	0	0	0	0	33
	4	0	37	7	0	2	0	0	0	1	0	0	0	0	0	0	47
15:45																	
Lane	1	0	45	7	0	1	1	0	0	0	1	0	0	0	0	0	55
	2	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
	3	0	27	6	1	1	2	0	0	1	1	0	0	0	0	0	39
	4	0	40	3	0	3	0	0	0	0	0	0	0	0	0	0	46
16:00																	
Lane	1	1	39	4	0	3	1	0	0	0	0	0	0	0	0	0	48
	2	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
	3	0	18	6	1	1	1	0	0	0	1	0	0	0	0	0	28
	4	0	38	5	0	1	0	0	0	0	0	0	0	0	0	0	44
Hourly Totals		1	381	70	5	18	14	0	0	13	6	0	0	0	0	0	508
16:15																	
Lane	1	0	45	8	0	1	0	0	0	2	1	0	0	0	0	0	57
	2	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
	3	0	23	2	2	4	2	0	0	1	1	0	0	0	0	0	35
	4	0	36	6	0	1	0	0	0	0	0	0	0	0	0	0	43
16:30																	
Lane	1	1	46	8	0	1	1	0	0	1	1	0	0	0	0	0	59
	2	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	7
	3	0	28	4	3	2	0	0	0	2	0	0	0	0	0	0	39
	4	0	44	10	0	2	0	0	1	0	0	0	0	0	0	0	57
16:45																	
Lane	1	0	36	8	1	3	1	1	0	1	0	0	0	0	0	0	51
	2	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
	3	0	22	5	0	2	0	0	0	3	0	0	0	0	0	0	32
	4	0	37	4	0	1	0	0	0	1	0	0	0	0	0	0	43
17:00																	
Lane	1	0	47	5	0	2	1	0	0	0	0	0	0	0	0	0	55
	2	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	4
	3	0	24	5	0	1	0	1	0	0	0	0	0	0	0	0	31
	4	0	43	7	1	2	0	0	0	1	0	0	0	0	0	0	54
Hourly Totals		1	450	73	8	22	5	2	1	16	3	0	0	0	0	0	581
17:15																	
Lane	1	0	41	6	0	0	1	0	0	1	0	0	0	0	0	0	49
	2	0	2	3	0	0	0	0	0	1	0	0	0	0	0	0	6
	3	0	35	5	0	1	0	0	0	1	0	0	0	0	0	0	42
	4	0	42	6	0	0	0	0	0	1	0	0	0	0	0	0	49

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
17:30																	
Lane	1	1	62	5	0	1	0	0	0	0	0	0	0	0	0	0	69
	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	3	0	36	5	1	0	0	0	0	3	0	0	0	0	0	0	45
	4	0	42	7	0	0	0	0	0	0	0	0	0	0	0	0	49
17:45																	
Lane	1	0	63	4	0	2	0	0	0	0	0	0	0	0	0	0	69
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	29	6	0	0	1	0	0	0	1	0	0	0	0	0	37
	4	0	51	5	0	1	0	0	0	0	0	0	0	0	0	0	57
18:00																	
Lane	1	0	46	7	0	2	1	0	0	0	0	0	0	0	0	0	56
	2	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	3	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
	4	0	53	3	0	1	0	0	0	0	0	0	0	0	0	0	57
Hourly Totals		1	533	67	1	8	3	0	0	7	1	0	0	0	0	0	621
18:15																	
Lane	1	0	32	4	0	2	0	0	0	0	0	0	0	0	0	0	38
	2	0	7	2	0	0	0	0	0	1	0	0	0	0	0	0	10
	3	1	22	4	0	1	1	0	0	0	0	0	0	0	0	0	29
	4	0	40	5	1	1	0	0	0	0	0	0	0	0	0	0	47
18:30																	
Lane	1	0	27	8	0	3	0	0	0	0	0	0	0	0	0	0	38
	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	3	0	28	7	0	2	0	0	0	0	0	0	0	0	0	0	37
	4	1	31	6	1	0	0	0	0	0	0	0	0	0	0	0	39
18:45																	
Lane	1	0	15	7	0	1	2	0	0	0	0	0	0	0	0	0	25
	2	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	3	1	21	2	0	2	0	0	0	0	0	0	0	0	0	0	26
	4	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	31
19:00																	
Lane	1	0	25	4	0	1	2	1	0	0	0	0	0	0	0	0	33
	2	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
	3	0	23	4	0	0	2	0	0	0	0	0	0	0	0	0	29
	4	0	36	4	0	0	0	0	0	0	0	0	0	0	0	0	40
Hourly Totals		3	343	61	2	14	7	1	0	1	0	0	0	0	0	0	432
19:15																	
Lane	1	0	28	3	0	1	0	0	0	0	0	0	0	0	0	0	32
	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	3	0	16	2	0	2	0	0	0	0	0	0	0	0	0	0	20
	4	0	30	4	0	1	0	0	0	0	0	0	0	0	0	0	35

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Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
19:30																	
Lane	1	0	26	3	0	1	0	0	0	0	0	0	0	0	0	0	30
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
	4	0	29	4	0	0	0	0	0	0	0	0	0	0	0	0	33
19:45																	
Lane	1	0	19	2	0	3	0	0	0	0	0	0	0	0	0	0	24
	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	3	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
	4	0	32	3	0	1	0	0	0	0	0	0	0	0	0	0	36
20:00																	
Lane	1	0	28	2	0	1	0	0	0	0	0	0	0	0	0	0	31
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	14	2	0	1	0	0	0	0	0	0	0	0	0	0	17
	4	0	29	2	0	2	0	0	0	0	0	0	0	0	0	0	33
Hourly Totals		0	290	34	0	13	0	0	0	0	0	0	0	0	0	0	337
20:15																	
Lane	1	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	3	0	19	2	0	2	0	0	0	0	0	0	0	0	0	0	23
	4	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
20:30																	
Lane	1	0	15	3	0	0	1	0	0	0	0	0	0	0	0	0	19
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	4	0	29	0	1	0	0	0	0	0	0	0	0	0	0	0	30
20:45																	
Lane	1	0	21	3	0	1	0	0	0	0	0	0	0	0	0	0	25
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	10	6	0	1	0	0	0	0	0	0	0	0	0	0	17
	4	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	27
21:00																	
Lane	1	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
	4	0	29	4	0	0	0	0	0	0	0	0	0	0	0	0	33
Hourly Totals		0	243	31	1	4	1	0	0	0	0	0	0	0	0	0	280
21:15																	
Lane	1	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	4	0	23	2	0	1	0	0	0	0	0	0	0	0	0	0	26

Wed - Apr 13, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
21:30																	
Lane	1	0	3	4	0	1	0	0	0	0	0	0	0	0	0	0	8
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	4	0	21	3	0	2	0	0	0	0	0	0	0	0	0	0	26
21:45																	
Lane	1	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	4	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
22:00																	
Lane	1	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	4	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
Hourly Totals		0	145	23	0	5	0	0	0	0	0	0	0	0	0	0	173
22:15																	
Lane	1	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	10	1	0	0	1	0	0	0	0	0	0	0	0	0	12
	4	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	15
22:30																	
Lane	1	0	14	3	0	0	1	0	0	1	0	0	0	0	0	0	19
	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	3	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
	4	0	14	1	0	0	0	0	0	1	0	0	0	0	0	0	16
22:45																	
Lane	1	0	13	3	0	0	1	0	0	0	0	0	0	0	0	0	17
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	4	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
23:00																	
Lane	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
	4	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Totals		0	102	14	0	3	3	0	0	3	0	0	0	0	0	0	125
23:15																	
Lane	1	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	6	2	0	0	1	0	0	0	0	0	0	0	0	0	9
	4	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6

Wed - Apr 13, 2016

Type		Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
23:30																	
Lane	1	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	4	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:45																	
Lane	1	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4
	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
	4	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
24:00																	
Lane	1	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Totals		1	64	7	0	0	2	0	0	1	0	0	0	0	0	0	75
Daily Totals		17	5364	849	87	259	199	20	9	144	30	0	0	6	0	0	6984
Percentages		0.24	76.80	12.16	1.25	3.71	2.85	0.29	0.13	2.06	0.43	0.00	0.00	0.09	0.00	0.00	

Sta: 000000000019 Id: 000000000000 CId: 01 Fmt: 200 - Imperial Int: 15 Min.
Start: Tue - Apr 12, 2016 at 00:00 End: Wed - Apr 13, 2016 at 24:00
City/Town: County: BALTIMORE CITY
Location: PENINSULA EXPW N OF I-695 File: 19.PRN
Ln1-North Ln2-North Ln3-South Ln4-South

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
Grand Totals	49	10585	1698	171	527	303	33	23	287	71	0	0	14	0	0	13761
Percentages	0.36	76.92	12.34	1.24	3.83	2.20	0.24	0.17	2.09	0.52	0.00	0.00	0.10	0.00	0.00	

Lane	1	2	3	4	Total
Grand Totals	4434	501	3122	5704	13761
Percentages	32.22	3.64	22.69	41.45	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Other	Total
Am Hour 7-8	2	423	46	6	23	10	1	1	6	0	0	0	1	0	0	519
Percentages	4.08	4.00	2.71	3.51	4.36	3.30	3.03	4.35	2.09	0.00	0.00	0.00	7.14	0.00	0.00	3.77
Pm Hour 17-18	5	522	67	3	16	8	1	0	7	2	0	0	0	0	0	631
Percentages	10.20	4.93	3.95	1.75	3.04	2.64	3.03	0.00	2.44	2.82	0.00	0.00	0.00	0.00	0.00	4.59

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : S2009030110

Location : EXIT 44 RAMP 1 FR MD 695 NB TO MD 695A WB

Date Range: 04/29/2014 **to** 05/05/2014

Date: 4/27/2014 **Direction: Eastbound**

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	0	0	27	28	24	37	33	30	29	33
1: 00	0	0	18	18	13	19	23	18	17	23
2: 00	0	0	9	8	11	12	16	11	10	16
3: 00	0	0	13	16	14	26	17	17	17	17
4: 00	0	0	25	22	22	29	17	23	25	17
5: 00	0	0	80	90	89	77	29	73	84	29
6: 00	0	0	193	200	210	221	61	177	206	61
7: 00	0	0	319	291	309	336	70	265	314	70
8: 00	0	0	229	189	169	207	90	177	199	90
9: 00	0	0	143	160	148	171	78	140	156	78
10: 00	0	0	124	115	143	131	98	122	128	98
11: 00	0	0	126	127	149	141	148	138	136	148
12: 00	0	0	126	133	180	170	137	149	152	137
13: 00	0	0	155	131	182	183	166	163	163	166
14: 00	0	0	198	155	248	213	120	187	204	120
15: 00	0	0	272	269	298	283	158	256	281	158
16: 00	0	0	298	291	319	338	154	280	312	154
17: 00	0	0	293	248	272	267	128	242	270	128
18: 00	0	0	194	177	200	210	130	182	195	130
19: 00	0	0	108	132	114	133	107	119	122	107
20: 00	0	0	75	80	90	86	92	85	83	92
21: 00	0	0	63	61	72	96	93	77	73	93
22: 00	0	0	58	49	65	69	84	65	60	84
23: 00	0	0	40	45	85	54	49	55	56	49
Total :	0	0	3,186	3,035	3,426	3,509	2,098	3,051	3,289	2,098

AMPeak Period HR.	**7:00**	**7:00**	**7:00**	**7:00**	**9:00**
6AM to 12PM CT.	**319**	**291**	**309**	**336**	**148**
PMPeak Period HR.	**15:00**	**16:00**	**16:00**	**16:00**	**13:00**
12PM to 6PM CT.	**298**	**291**	**319**	**338**	**166**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : S2009030110

Location : EXIT 44 RAMP 1 FR MD 695 NB TO MD 695A WB

Date Range: 04/29/2014 **to** 05/05/2014

Date: 5/4/2014 **Direction: Eastbound**

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	32	18	0	0	0	0	0	25	18	32
1: 00	25	13	0	0	0	0	0	19	13	25
2: 00	17	7	0	0	0	0	0	12	7	17
3: 00	7	17	0	0	0	0	0	12	17	7
4: 00	6	18	0	0	0	0	0	12	18	6
5: 00	14	80	0	0	0	0	0	47	80	14
6: 00	40	186	0	0	0	0	0	113	186	40
7: 00	55	278	0	0	0	0	0	167	278	55
8: 00	65	210	0	0	0	0	0	138	210	65
9: 00	70	147	0	0	0	0	0	109	147	70
10: 00	83	131	0	0	0	0	0	107	131	83
11: 00	84	148	0	0	0	0	0	116	148	84
12: 00	99	138	0	0	0	0	0	119	138	99
13: 00	123	171	0	0	0	0	0	147	171	123
14: 00	121	174	0	0	0	0	0	148	174	121
15: 00	117	297	0	0	0	0	0	207	297	117
16: 00	127	329	0	0	0	0	0	228	329	127
17: 00	123	282	0	0	0	0	0	203	282	123
18: 00	121	187	0	0	0	0	0	154	187	121
19: 00	105	111	0	0	0	0	0	108	111	105
20: 00	81	93	0	0	0	0	0	87	93	81
21: 00	76	64	0	0	0	0	0	70	64	76
22: 00	40	49	0	0	0	0	0	45	49	40
23: 00	24	45	0	0	0	0	0	35	45	24
Total :	1,655	3,193	0	0	0	0	0	2,424	3,193	1,655

AMPeak Period HR.	**11:00**	**7:00**
6AM to 12PM CT.	**84**	**278**
PMPeak Period HR.	**16:00**	**16:00**
12PM to 6PM CT.	**127**	**329**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : S2009030110

Location : EXIT 44 RAMP 1 FR MD 695 NB TO MD 695A WB

Date Range: 04/29/2014 **to** 05/05/2014

Date: 5/4/2014 ***** Summary of Total Report *****

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	32	18	27	28	24	37	33	28	27	33
1: 00	25	13	18	18	13	19	23	18	16	24
2: 00	17	7	9	8	11	12	16	11	9	17
3: 00	7	17	13	16	14	26	17	16	17	12
4: 00	6	18	25	22	22	29	17	20	23	12
5: 00	14	80	80	90	89	77	29	66	83	22
6: 00	40	186	193	200	210	221	61	159	202	51
7: 00	55	278	319	291	309	336	70	237	307	63
8: 00	65	210	229	189	169	207	90	166	201	78
9: 00	70	147	143	160	148	171	78	131	154	74
10: 00	83	131	124	115	143	131	98	118	129	91
11: 00	84	148	126	127	149	141	148	132	138	116
12: 00	99	138	126	133	180	170	137	140	149	118
13: 00	123	171	155	131	182	183	166	159	164	145
14: 00	121	174	198	155	248	213	120	176	198	121
15: 00	117	297	272	269	298	283	158	242	284	138
16: 00	127	329	298	291	319	338	154	265	315	141
17: 00	123	282	293	248	272	267	128	230	272	126
18: 00	121	187	194	177	200	210	130	174	194	126
19: 00	105	111	108	132	114	133	107	116	120	106
20: 00	81	93	75	80	90	86	92	85	85	87
21: 00	76	64	63	61	72	96	93	75	71	85
22: 00	40	49	58	49	65	69	84	59	58	62
23: 00	24	45	40	45	85	54	49	49	54	37
Total:	1,655	3,193	3,186	3,035	3,426	3,509	2,098	2,872	3,270	1,877

AMPeak Period HR.:	**11:00**	**7:00**	**7:00**	**7:00**	**7:00**	**7:00**	**11:00**
6AM to 12PM CT.:	**84**	**278**	**319**	**291**	**309**	**336**	**148**
PMPeak Period HR.	**16:00**	**16:00**	**16:00**	**16:00**	**16:00**	**16:00**	**13:00**
12PM to 6PM CT.	**127**	**329**	**298**	**291**	**319**	**338**	**166**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : S2009030111

Location : EXIT 44 RAMP 6 FR MD 695A EB TO MD 695 SB

Date Range: 05/02/2014 **to** 05/08/2014

Date: 4/27/2014 **Direction: Westbound**

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	0	0	0	0	0	13	27	20	13	27
1: 00	0	0	0	0	0	17	19	18	17	19
2: 00	0	0	0	0	0	21	9	15	21	9
3: 00	0	0	0	0	0	27	15	21	27	15
4: 00	0	0	0	0	0	58	33	46	58	33
5: 00	0	0	0	0	0	169	55	112	169	55
6: 00	0	0	0	0	0	276	94	185	276	94
7: 00	0	0	0	0	0	303	98	201	303	98
8: 00	0	0	0	0	0	232	126	179	232	126
9: 00	0	0	0	0	0	152	122	137	152	122
10: 00	0	0	0	0	0	189	128	159	189	128
11: 00	0	0	0	0	0	166	127	147	166	127
12: 00	0	0	0	0	0	161	130	146	161	130
13: 00	0	0	0	0	0	157	144	151	157	144
14: 00	0	0	0	0	0	203	150	177	203	150
15: 00	0	0	0	0	0	245	123	184	245	123
16: 00	0	0	0	0	0	268	126	197	268	126
17: 00	0	0	0	0	0	259	128	194	259	128
18: 00	0	0	0	0	0	150	96	123	150	96
19: 00	0	0	0	0	0	103	73	88	103	73
20: 00	0	0	0	0	0	85	72	79	85	72
21: 00	0	0	0	0	0	75	69	72	75	69
22: 00	0	0	0	0	0	59	41	50	59	41
23: 00	0	0	0	0	0	32	45	39	32	45
Total :	0	0	0	0	0	3,420	2,050	2,735	3,420	2,050

AMPeak Period HR.	**7:00**	**10:00**
6AM to 12PM CT.	**303**	**128**
PMPeak Period HR.	**16:00**	**14:00**
12PM to 6PM CT.	**268**	**150**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : S2009030111

Location : EXIT 44 RAMP 6 FR MD 695A EB TO MD 695 SB

Date Range: 05/02/2014 **to** 05/08/2014

Date: 5/4/2014 **Direction: Westbound**

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	23	11	20	20	24	0	0	20	19	23
1: 00	20	6	13	18	15	0	0	14	13	20
2: 00	19	13	20	10	5	0	0	13	12	19
3: 00	15	20	37	26	22	0	0	24	26	15
4: 00	13	63	63	63	66	0	0	54	64	13
5: 00	38	167	188	174	187	0	0	151	179	38
6: 00	53	272	279	283	283	0	0	234	279	53
7: 00	47	252	289	280	279	0	0	229	275	47
8: 00	70	212	206	234	233	0	0	191	221	70
9: 00	96	139	185	155	161	0	0	147	160	96
10: 00	93	128	189	146	121	0	0	135	146	93
11: 00	101	152	160	150	174	0	0	147	159	101
12: 00	108	135	129	171	168	0	0	142	151	108
13: 00	101	141	164	152	136	0	0	139	148	101
14: 00	117	212	188	207	225	0	0	190	208	117
15: 00	97	242	249	241	270	0	0	220	251	97
16: 00	93	286	264	288	286	0	0	243	281	93
17: 00	114	229	264	253	258	0	0	224	251	114
18: 00	82	155	147	141	140	0	0	133	146	82
19: 00	71	97	88	84	100	0	0	88	92	71
20: 00	62	57	56	66	72	0	0	63	63	62
21: 00	65	51	53	56	65	0	0	58	56	65
22: 00	28	41	49	41	45	0	0	41	44	28
23: 00	23	32	27	51	48	0	0	36	40	23
Total :	1,549	3,113	3,327	3,310	3,383	0	0	2,936	3,283	1,549

AMPeak Period HR.	**11:00**	**6:00**	**7:00**	**6:00**	**6:00**
6AM to 12PM CT.	**101**	**272**	**289**	**283**	**283**
PMPeak Period HR.	**14:00**	**16:00**	**16:00**	**16:00**	**16:00**
12PM to 6PM CT.	**117**	**286**	**264**	**288**	**286**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : S2009030111

Location : EXIT 44 RAMP 6 FR MD 695A EB TO MD 695 SB

Date Range: 05/02/2014 **to** 05/08/2014

Date: 5/4/2014 ***** Summary of Total Report *****

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	23	11	20	20	24	13	27	20	18	25
1: 00	20	6	13	18	15	17	19	15	14	20
2: 00	19	13	20	10	5	21	9	14	14	14
3: 00	15	20	37	26	22	27	15	23	26	15
4: 00	13	63	63	63	66	58	33	51	63	23
5: 00	38	167	188	174	187	169	55	140	177	47
6: 00	53	272	279	283	283	276	94	220	279	74
7: 00	47	252	289	280	279	303	98	221	281	73
8: 00	70	212	206	234	233	232	126	188	223	98
9: 00	96	139	185	155	161	152	122	144	158	109
10: 00	93	128	189	146	121	189	128	142	155	111
11: 00	101	152	160	150	174	166	127	147	160	114
12: 00	108	135	129	171	168	161	130	143	153	119
13: 00	101	141	164	152	136	157	144	142	150	123
14: 00	117	212	188	207	225	203	150	186	207	134
15: 00	97	242	249	241	270	245	123	210	249	110
16: 00	93	286	264	288	286	268	126	230	278	110
17: 00	114	229	264	253	258	259	128	215	253	121
18: 00	82	155	147	141	140	150	96	130	147	89
19: 00	71	97	88	84	100	103	73	88	94	72
20: 00	62	57	56	66	72	85	72	67	67	67
21: 00	65	51	53	56	65	75	69	62	60	67
22: 00	28	41	49	41	45	59	41	43	47	35
23: 00	23	32	27	51	48	32	45	37	38	34
Total:	1,549	3,113	3,327	3,310	3,383	3,420	2,050	2,879	3,311	1,800

AMPeak Period HR.:	**11:00**	**6:00**	**7:00**	**6:00**	**6:00**	**7:00**	**10:00**
6AM to 12PM CT.:	**101**	**272**	**289**	**283**	**283**	**303**	**128**
PMPeak Period HR.	**14:00**	**16:00**	**17:00**	**16:00**	**16:00**	**16:00**	**14:00**
12PM to 6PM CT.	**117**	**286**	**264**	**288**	**286**	**268**	**150**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : S2009030105

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1)

Date Range: 05/05/2014 **to** 05/11/2014

Date: 5/4/2014 **Direction: Northbound**

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	0	31	33	27	27	31	37	31	30	37
1: 00	0	15	19	24	21	17	23	20	19	23
2: 00	0	12	23	21	19	12	19	18	17	19
3: 00	0	13	13	16	20	16	13	15	16	13
4: 00	0	25	28	28	27	41	19	28	30	19
5: 00	0	74	78	75	82	78	24	69	77	24
6: 00	0	191	190	190	200	157	65	166	186	65
7: 00	0	209	208	209	216	189	96	188	206	96
8: 00	0	141	149	157	163	139	103	142	150	103
9: 00	0	147	148	143	136	156	100	138	146	100
10: 00	0	125	125	129	96	133	136	124	122	136
11: 00	0	149	135	133	152	163	146	146	146	146
12: 00	0	149	177	138	170	195	221	175	166	221
13: 00	0	180	181	221	198	223	170	196	201	170
14: 00	0	279	263	287	225	346	186	264	280	186
15: 00	0	416	454	424	445	458	203	400	439	203
16: 00	0	520	521	499	476	420	175	435	487	175
17: 00	0	498	511	497	530	482	181	450	504	181
18: 00	0	278	298	322	291	301	152	274	298	152
19: 00	0	138	169	171	210	185	122	166	175	122
20: 00	0	101	126	98	136	140	109	118	120	109
21: 00	0	73	100	97	107	130	86	99	101	86
22: 00	0	74	70	68	76	89	91	78	75	91
23: 00	0	47	62	45	56	67	61	56	55	61
Total :	0	3,885	4,081	4,019	4,079	4,168	2,538	3,795	4,046	2,538

AMPeak Period HR.	**7:00**	**7:00**	**7:00**	**7:00**	**7:00**	**11:00**
6AM to 12PM CT.	**209**	**208**	**209**	**216**	**189**	**146**
PMPeak Period HR.	**16:00**	**16:00**	**16:00**	**17:00**	**17:00**	**12:00**
12PM to 6PM CT.	**520**	**521**	**499**	**530**	**482**	**221**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : S2009030105

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1)

Date Range: 05/05/2014 **to** 05/11/2014

Date: 5/11/2014 **Direction: Northbound**

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	40	0	0	0	0	0	0	40	0	40
1: 00	30	0	0	0	0	0	0	30	0	30
2: 00	13	0	0	0	0	0	0	13	0	13
3: 00	10	0	0	0	0	0	0	10	0	10
4: 00	10	0	0	0	0	0	0	10	0	10
5: 00	14	0	0	0	0	0	0	14	0	14
6: 00	25	0	0	0	0	0	0	25	0	25
7: 00	53	0	0	0	0	0	0	53	0	53
8: 00	75	0	0	0	0	0	0	75	0	75
9: 00	77	0	0	0	0	0	0	77	0	77
10: 00	89	0	0	0	0	0	0	89	0	89
11: 00	119	0	0	0	0	0	0	119	0	119
12: 00	172	0	0	0	0	0	0	172	0	172
13: 00	188	0	0	0	0	0	0	188	0	188
14: 00	185	0	0	0	0	0	0	185	0	185
15: 00	177	0	0	0	0	0	0	177	0	177
16: 00	149	0	0	0	0	0	0	149	0	149
17: 00	180	0	0	0	0	0	0	180	0	180
18: 00	160	0	0	0	0	0	0	160	0	160
19: 00	144	0	0	0	0	0	0	144	0	144
20: 00	122	0	0	0	0	0	0	122	0	122
21: 00	90	0	0	0	0	0	0	90	0	90
22: 00	62	0	0	0	0	0	0	62	0	62
23: 00	43	0	0	0	0	0	0	43	0	43
Total :	2,227	0	0	0	0	0	0	2,227	0	2,227

AMPeak Period HR.	**11:00**
6AM to 12PM CT.	**119**
PMPeak Period HR.	**13:00**
12PM to 6PM CT.	**188**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : S2009030105

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1)

Date Range: 05/05/2014 **to** 05/11/2014

Date: 5/11/2014 ***** Summary of Total Report *****

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	40	31	33	27	27	31	37	32	30	39
1: 00	30	15	19	24	21	17	23	21	19	27
2: 00	13	12	23	21	19	12	19	17	17	16
3: 00	10	13	13	16	20	16	13	14	16	12
4: 00	10	25	28	28	27	41	19	25	30	15
5: 00	14	74	78	75	82	78	24	61	77	19
6: 00	25	191	190	190	200	157	65	145	186	45
7: 00	53	209	208	209	216	189	96	169	206	75
8: 00	75	141	149	157	163	139	103	132	150	89
9: 00	77	147	148	143	136	156	100	130	146	89
10: 00	89	125	125	129	96	133	136	119	122	113
11: 00	119	149	135	133	152	163	146	142	146	133
12: 00	172	149	177	138	170	195	221	175	166	197
13: 00	188	180	181	221	198	223	170	194	201	179
14: 00	185	279	263	287	225	346	186	253	280	186
15: 00	177	416	454	424	445	458	203	368	439	190
16: 00	149	520	521	499	476	420	175	394	487	162
17: 00	180	498	511	497	530	482	181	411	504	181
18: 00	160	278	298	322	291	301	152	257	298	156
19: 00	144	138	169	171	210	185	122	163	175	133
20: 00	122	101	126	98	136	140	109	119	120	116
21: 00	90	73	100	97	107	130	86	98	101	88
22: 00	62	74	70	68	76	89	91	76	75	77
23: 00	43	47	62	45	56	67	61	54	55	52
Total:	2,227	3,885	4,081	4,019	4,079	4,168	2,538	3,571	4,046	2,383

AMPeak Period HR.:	**11:00**	**7:00**	**7:00**	**7:00**	**7:00**	**7:00**	**11:00**
6AM to 12PM CT.:	**119**	**209**	**208**	**209**	**216**	**189**	**146**
PMPeak Period HR.	**13:00**	**16:00**	**16:00**	**16:00**	**17:00**	**17:00**	**12:00**
12PM to 6PM CT.	**188**	**520**	**521**	**499**	**530**	**482**	**221**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030105 **County :** Baltimore

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1) **Compiled By :** General User

Date : 05/05/2014 to 05/11/2014

5/5/2014 **Direction: Northbound**

					Single-Unit Trucks		Single-Trailer Trucks			Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	21	4	0	0	2	2	1	1	0	0	0	0	31
1:00	0	7	1	0	0	3	2	0	2	0	0	0	0	15
2:00	0	4	1	1	0	1	1	1	3	0	0	0	0	12
3:00	0	3	0	1	2	3	2	0	2	0	0	0	0	13
4:00	0	15	1	1	0	2	2	0	4	0	0	0	0	25
5:00	0	39	17	3	9	2	0	1	3	0	0	0	0	74
6:00	1	103	54	1	19	3	0	1	9	0	0	0	0	191
7:00	0	126	51	6	10	5	0	2	9	0	0	0	0	209
8:00	0	80	27	1	13	4	1	2	13	0	0	0	0	141
9:00	0	70	34	6	17	5	0	4	11	0	0	0	0	147
10:00	2	51	25	5	13	5	1	0	22	1	0	0	0	125
11:00	0	66	36	6	16	2	0	6	16	1	0	0	0	149
12:00	0	67	37	11	16	4	0	0	14	0	0	0	0	149
13:00	0	82	44	8	20	9	1	1	14	0	0	0	1	180
14:00	1	128	89	7	25	9	2	2	15	0	1	0	0	279
15:00	1	232	121	5	30	5	1	6	13	2	0	0	0	416
16:00	4	340	132	4	24	4	0	5	7	0	0	0	0	520
17:00	2	362	96	0	27	4	0	6	1	0	0	0	0	498
18:00	1	186	62	2	21	0	0	2	2	1	0	0	1	278
19:00	0	92	35	1	8	1	0	0	1	0	0	0	0	138
20:00	1	71	15	0	4	6	2	0	2	0	0	0	0	101
21:00	0	48	18	0	2	1	2	1	1	0	0	0	0	73
22:00	0	44	17	2	4	1	3	0	3	0	0	0	0	74
23:00	0	30	11	0	2	0	3	1	0	0	0	0	0	47
Total:	13	2267	928	71	282	81	25	42	168	5	1	0	2	3,885
Percentage:	0.33%	58.35%	23.89%	1.83%	7.26%	2.08%	0.64%	1.08%	4.32%	0.13%	0.03%	0.00%	0.05%	

Total Class 1-3 : 3,208 **Percent Class 1-3:** 82.57% **Total Class 4:** 71 **Percent Class 4:** 1.83% **Total Class 5-13:** 606 **Percent Class 5-13:** 15.60%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030105 **County :** Baltimore

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1) **Compiled By :** General User

Date : 05/05/2014 to 05/11/2014

5/5/2014 **Direction: Northbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	21	4	0	0	2	2	1	1	0	0	0	0	31
1:00	0	7	1	0	0	3	2	0	2	0	0	0	0	15
2:00	0	4	1	1	0	1	1	1	3	0	0	0	0	12
3:00	0	3	0	1	2	3	2	0	2	0	0	0	0	13
4:00	0	15	1	1	0	2	2	0	4	0	0	0	0	25
5:00	0	39	17	3	9	2	0	1	3	0	0	0	0	74
6:00	1	103	54	1	19	3	0	1	9	0	0	0	0	191
7:00	0	126	51	6	10	5	0	2	9	0	0	0	0	209
8:00	0	80	27	1	13	4	1	2	13	0	0	0	0	141
9:00	0	70	34	6	17	5	0	4	11	0	0	0	0	147
10:00	2	51	25	5	13	5	1	0	22	1	0	0	0	125
11:00	0	66	36	6	16	2	0	6	16	1	0	0	0	149
12:00	0	67	37	11	16	4	0	0	14	0	0	0	0	149
13:00	0	82	44	8	20	9	1	1	14	0	0	0	1	180
14:00	1	128	89	7	25	9	2	2	15	0	1	0	0	279
15:00	1	232	121	5	30	5	1	6	13	2	0	0	0	416
16:00	4	340	132	4	24	4	0	5	7	0	0	0	0	520
17:00	2	362	96	0	27	4	0	6	1	0	0	0	0	498
18:00	1	186	62	2	21	0	0	2	2	1	0	0	1	278
19:00	0	92	35	1	8	1	0	0	1	0	0	0	0	138
20:00	1	71	15	0	4	6	2	0	2	0	0	0	0	101
21:00	0	48	18	0	2	1	2	1	1	0	0	0	0	73
22:00	0	44	17	2	4	1	3	0	3	0	0	0	0	74
23:00	0	30	11	0	2	0	3	1	0	0	0	0	0	47
Total:	13	2,267.00	928.00	71.00	282.00	81.00	25.00	42.00	168.00	5.00	1.00	0.00	2.00	3,885
Percentage:	0.33%	58.35%	23.89%	1.83%	7.26%	2.08%	0.64%	1.08%	4.32%	0.13%	0.03%	0.00%	0.05%	

Total Class 1-3 : 3,208 **Percent Class 1-3:** 82.57% **Total Class 4:** 71 **Percent Class 4:** 1.83% **Total Class 5-13:** 606 **Percent Class 5-13:** 15.60%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030105 **County :** Baltimore

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1) **Compiled By :** General User

Date : 05/05/2014 to 05/11/2014

5/6/2014 ***** Summary *****

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	1	14	5	4	3	4	2	0	0	0	0	0	0	33
1:00	0	12	5	0	0	0	0	1	1	0	0	0	0	19
2:00	0	9	4	0	1	4	3	0	2	0	0	0	0	23
3:00	0	5	3	1	1	2	0	0	1	0	0	0	0	13
4:00	0	15	3	2	0	3	0	0	5	0	0	0	0	28
5:00	0	41	18	2	11	4	0	0	2	0	0	0	0	78
6:00	2	94	55	2	23	6	0	3	5	0	0	0	0	190
7:00	0	134	39	6	15	2	1	2	9	0	0	0	0	208
8:00	1	97	18	5	7	12	0	1	8	0	0	0	0	149
9:00	0	69	31	9	13	8	1	2	15	0	0	0	0	148
10:00	1	47	24	6	16	7	1	4	16	1	1	0	1	125
11:00	0	53	32	10	16	8	0	0	15	0	0	0	1	135
12:00	1	97	35	3	14	5	0	1	21	0	0	0	0	177
13:00	0	94	45	2	24	8	0	1	7	0	0	0	0	181
14:00	0	138	74	2	30	8	0	1	9	1	0	0	0	263
15:00	3	251	128	8	44	6	0	5	8	0	0	0	1	454
16:00	5	329	138	2	30	5	0	5	5	0	0	0	2	521
17:00	4	370	96	1	26	2	1	6	4	0	0	1	0	511
18:00	3	189	65	2	22	3	0	8	6	0	0	0	0	298
19:00	2	105	36	2	18	3	0	1	2	0	0	0	0	169
20:00	0	80	28	0	7	4	5	2	0	0	0	0	0	126
21:00	1	63	21	3	5	2	1	1	3	0	0	0	0	100
22:00	1	52	14	1	1	0	1	0	0	0	0	0	0	70
23:00	0	37	16	2	3	1	2	0	1	0	0	0	0	62
Total:	25	2395	933	75	330	107	18	44	145	2	1	1	5	4,081
Percentage:	0.61%	58.69%	22.86%	1.84%	8.09%	2.62%	0.44%	1.08%	3.55%	0.05%	0.02%	0.02%	0.12%	

Total Class 1-3 :	3,353	**Percent Class 1-3:**	82.16%	**Total Class 4:**	75	**Percent Class 4:**	1.84%	**Total Class 5-13:**	653	**Percent Class 5-13:** 16.00%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030105 **County :** Baltimore

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1) **Compiled By :** General User

Date : 05/05/2014 to 05/11/2014

5/6/2014 **Direction: Northbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	1	14	5	4	3	4	2	0	0	0	0	0	0	33
1:00	0	12	5	0	0	0	0	1	1	0	0	0	0	19
2:00	0	9	4	0	1	4	3	0	2	0	0	0	0	23
3:00	0	5	3	1	1	2	0	0	1	0	0	0	0	13
4:00	0	15	3	2	0	3	0	0	5	0	0	0	0	28
5:00	0	41	18	2	11	4	0	0	2	0	0	0	0	78
6:00	2	94	55	2	23	6	0	3	5	0	0	0	0	190
7:00	0	134	39	6	15	2	1	2	9	0	0	0	0	208
8:00	1	97	18	5	7	12	0	1	8	0	0	0	0	149
9:00	0	69	31	9	13	8	1	2	15	0	0	0	0	148
10:00	1	47	24	6	16	7	1	4	16	1	1	0	1	125
11:00	0	53	32	10	16	8	0	0	15	0	0	0	1	135
12:00	1	97	35	3	14	5	0	1	21	0	0	0	0	177
13:00	0	94	45	2	24	8	0	1	7	0	0	0	0	181
14:00	0	138	74	2	30	8	0	1	9	1	0	0	0	263
15:00	3	251	128	8	44	6	0	5	8	0	0	0	1	454
16:00	5	329	138	2	30	5	0	5	5	0	0	0	2	521
17:00	4	370	96	1	26	2	1	6	4	0	0	1	0	511
18:00	3	189	65	2	22	3	0	8	6	0	0	0	0	298
19:00	2	105	36	2	18	3	0	1	2	0	0	0	0	169
20:00	0	80	28	0	7	4	5	2	0	0	0	0	0	126
21:00	1	63	21	3	5	2	1	1	3	0	0	0	0	100
22:00	1	52	14	1	1	0	1	0	0	0	0	0	0	70
23:00	0	37	16	2	3	1	2	0	1	0	0	0	0	62
Total:	25	2,395.00	933.00	75.00	330.00	107.00	18.00	44.00	145.00	2.00	1.00	1.00	5.00	4,081
Percentage:	0.61%	58.69%	22.86%	1.84%	8.09%	2.62%	0.44%	1.08%	3.55%	0.05%	0.02%	0.02%	0.12%	

Total Class 1-3 : 3,353 **Percent Class 1-3:** 82.16% **Total Class 4:** 75 **Percent Class 4:** 1.84% **Total Class 5-13:** 653 **Percent Class 5-13:** 16.00%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030105 **County :** Baltimore

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1) **Compiled By :** General User

Date : 05/05/2014 to 05/11/2014

5/7/2014 **Direction: Northbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	16	7	0	0	2	2	0	0	0	0	0	0	27
1:00	0	11	1	1	3	2	3	1	2	0	0	0	0	24
2:00	0	12	1	0	1	4	2	0	1	0	0	0	0	21
3:00	0	2	3	2	3	5	0	0	1	0	0	0	0	16
4:00	0	13	4	0	1	2	2	0	6	0	0	0	0	28
5:00	2	40	19	0	5	2	3	1	3	0	0	0	0	75
6:00	0	101	45	4	29	4	1	3	3	0	0	0	0	190
7:00	0	136	39	5	9	4	3	3	10	0	0	0	0	209
8:00	1	93	33	3	11	4	3	1	7	0	0	1	0	157
9:00	1	71	32	4	16	4	3	1	11	0	0	0	0	143
10:00	0	59	27	7	9	4	1	3	18	0	0	0	1	129
11:00	2	62	30	4	10	7	2	2	14	0	0	0	0	133
12:00	0	62	36	1	19	8	0	1	11	0	0	0	0	138
13:00	0	104	60	4	26	5	1	5	16	0	0	0	0	221
14:00	1	138	83	8	30	8	0	4	15	0	0	0	0	287
15:00	0	258	110	1	37	2	0	5	10	0	0	0	1	424
16:00	2	335	123	1	21	5	1	4	7	0	0	0	0	499
17:00	2	345	107	3	23	1	0	1	15	0	0	0	0	497
18:00	1	227	68	2	17	1	0	1	5	0	0	0	0	322
19:00	0	112	48	1	7	0	0	2	1	0	0	0	0	171
20:00	0	68	23	0	6	0	0	0	1	0	0	0	0	98
21:00	0	68	25	1	3	0	0	0	0	0	0	0	0	97
22:00	0	56	11	0	1	0	0	0	0	0	0	0	0	68
23:00	0	28	12	0	3	1	0	0	1	0	0	0	0	45
Total:	12	2417	947	52	290	75	27	38	158	0	0	1	2	4,019
Percentage:	0.30%	60.14%	23.56%	1.29%	7.22%	1.87%	0.67%	0.95%	3.93%	0.00%	0.00%	0.02%	0.05%	

Total Class 1-3 : 3,376 **Percent Class 1-3:** 84.00% **Total Class 4:** 52 **Percent Class 4:** 1.29% **Total Class 5-13:** 591 **Percent Class 5-13:** 14.71%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030105 **County :** Baltimore

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1) **Compiled By :** General User

Date : 05/05/2014 to 05/11/2014

5/7/2014 ***** Summary *****

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	16	7	0	0	2	2	0	0	0	0	0	0	27
1:00	0	11	1	1	3	2	3	1	2	0	0	0	0	24
2:00	0	12	1	0	1	4	2	0	1	0	0	0	0	21
3:00	0	2	3	2	3	5	0	0	1	0	0	0	0	16
4:00	0	13	4	0	1	2	2	0	6	0	0	0	0	28
5:00	2	40	19	0	5	2	3	1	3	0	0	0	0	75
6:00	0	101	45	4	29	4	1	3	3	0	0	0	0	190
7:00	0	136	39	5	9	4	3	3	10	0	0	0	0	209
8:00	1	93	33	3	11	4	3	1	7	0	0	1	0	157
9:00	1	71	32	4	16	4	3	1	11	0	0	0	0	143
10:00	0	59	27	7	9	4	1	3	18	0	0	0	1	129
11:00	2	62	30	4	10	7	2	2	14	0	0	0	0	133
12:00	0	62	36	1	19	8	0	1	11	0	0	0	0	138
13:00	0	104	60	4	26	5	1	5	16	0	0	0	0	221
14:00	1	138	83	8	30	8	0	4	15	0	0	0	0	287
15:00	0	258	110	1	37	2	0	5	10	0	0	0	1	424
16:00	2	335	123	1	21	5	1	4	7	0	0	0	0	499
17:00	2	345	107	3	23	1	0	1	15	0	0	0	0	497
18:00	1	227	68	2	17	1	0	1	5	0	0	0	0	322
19:00	0	112	48	1	7	0	0	2	1	0	0	0	0	171
20:00	0	68	23	0	6	0	0	0	1	0	0	0	0	98
21:00	0	68	25	1	3	0	0	0	0	0	0	0	0	97
22:00	0	56	11	0	1	0	0	0	0	0	0	0	0	68
23:00	0	28	12	0	3	1	0	0	1	0	0	0	0	45
Total:	12	2,417.00	947.00	52.00	290.00	75.00	27.00	38.00	158.00	0.00	0.00	1.00	2.00	4,019
Percentage:	0.30%	60.14%	23.56%	1.29%	7.22%	1.87%	0.67%	0.95%	3.93%	0.00%	0.00%	0.02%	0.05%	

Total Class 1-3 : 3,376 **Percent Class 1-3:** 84.00% **Total Class 4:** 52 **Percent Class 4:** 1.29% **Total Class 5-13:** 591 **Percent Class 5-13:** 14.71%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030105 **County :** Baltimore

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1) **Compiled By :** General User

Date : 05/05/2014 to 05/11/2014

5/8/2014 **Direction: Northbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	20	5	0	0	0	0	1	1	0	0	0	0	27
1:00	0	13	5	0	1	1	0	1	0	0	0	0	0	21
2:00	0	13	2	0	0	2	0	0	2	0	0	0	0	19
3:00	0	9	3	3	4	0	0	0	1	0	0	0	0	20
4:00	0	14	3	0	3	4	0	1	2	0	0	0	0	27
5:00	2	40	19	1	12	0	2	1	5	0	0	0	0	82
6:00	1	105	45	2	29	5	1	4	8	0	0	0	0	200
7:00	1	139	41	6	14	5	2	1	7	0	0	0	0	216
8:00	0	90	24	6	20	4	2	2	15	0	0	0	0	163
9:00	0	66	24	9	12	6	4	2	13	0	0	0	0	136
10:00	0	43	29	7	5	2	0	2	8	0	0	0	0	96
11:00	0	70	38	5	15	4	3	2	14	0	0	0	1	152
12:00	1	94	36	3	11	3	4	2	12	2	1	0	1	170
13:00	2	94	50	5	21	8	2	4	12	0	0	0	0	198
14:00	2	108	67	3	23	5	0	6	11	0	0	0	0	225
15:00	4	244	136	3	39	5	4	3	6	0	0	0	1	445
16:00	2	301	123	5	25	7	3	1	9	0	0	0	0	476
17:00	3	390	103	1	19	2	0	2	10	0	0	0	0	530
18:00	2	203	60	1	19	2	0	0	4	0	0	0	0	291
19:00	5	134	47	3	15	0	0	2	4	0	0	0	0	210
20:00	1	88	36	1	9	0	0	1	0	0	0	0	0	136
21:00	2	84	16	0	5	0	0	0	0	0	0	0	0	107
22:00	0	59	10	1	4	0	0	0	2	0	0	0	0	76
23:00	0	34	17	0	4	0	0	1	0	0	0	0	0	56
Total:	28	2455	939	65	309	65	27	39	146	2	1	0	3	4,079
Percentage:	0.69%	60.19%	23.02%	1.59%	7.58%	1.59%	0.66%	0.96%	3.58%	0.05%	0.02%	0.00%	0.07%	

Total Class 1-3 : 3,422 **Percent Class 1-3:** 83.89% **Total Class 4:** 65 **Percent Class 4:** 1.59% **Total Class 5-13:** 592 **Percent Class 5-13:** 14.51%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030105 **County :** Baltimore

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1) **Compiled By :** General User

Date : 05/05/2014 to 05/11/2014

5/8/2014 **Direction: Northbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	20	5	0	0	0	0	1	1	0	0	0	0	27
1:00	0	13	5	0	1	1	0	1	0	0	0	0	0	21
2:00	0	13	2	0	0	2	0	0	2	0	0	0	0	19
3:00	0	9	3	3	4	0	0	0	1	0	0	0	0	20
4:00	0	14	3	0	3	4	0	1	2	0	0	0	0	27
5:00	2	40	19	1	12	0	2	1	5	0	0	0	0	82
6:00	1	105	45	2	29	5	1	4	8	0	0	0	0	200
7:00	1	139	41	6	14	5	2	1	7	0	0	0	0	216
8:00	0	90	24	6	20	4	2	2	15	0	0	0	0	163
9:00	0	66	24	9	12	6	4	2	13	0	0	0	0	136
10:00	0	43	29	7	5	2	0	2	8	0	0	0	0	96
11:00	0	70	38	5	15	4	3	2	14	0	0	0	1	152
12:00	1	94	36	3	11	3	4	2	12	2	1	0	1	170
13:00	2	94	50	5	21	8	2	4	12	0	0	0	0	198
14:00	2	108	67	3	23	5	0	6	11	0	0	0	0	225
15:00	4	244	136	3	39	5	4	3	6	0	0	0	1	445
16:00	2	301	123	5	25	7	3	1	9	0	0	0	0	476
17:00	3	390	103	1	19	2	0	2	10	0	0	0	0	530
18:00	2	203	60	1	19	2	0	0	4	0	0	0	0	291
19:00	5	134	47	3	15	0	0	2	4	0	0	0	0	210
20:00	1	88	36	1	9	0	0	1	0	0	0	0	0	136
21:00	2	84	16	0	5	0	0	0	0	0	0	0	0	107
22:00	0	59	10	1	4	0	0	0	2	0	0	0	0	76
23:00	0	34	17	0	4	0	0	1	0	0	0	0	0	56
Total:	28	2,455.00	939.00	65.00	309.00	65.00	27.00	39.00	146.00	2.00	1.00	0.00	3.00	4,079
Percentage:	0.69%	60.19%	23.02%	1.59%	7.58%	1.59%	0.66%	0.96%	3.58%	0.05%	0.02%	0.00%	0.07%	

Total Class 1-3 : 3,422 **Percent Class 1-3:** 83.89% **Total Class 4:** 65 **Percent Class 4:** 1.59% **Total Class 5-13:** 592 **Percent Class 5-13:** 14.51%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030105 **County :** Baltimore

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1) **Compiled By :** General User

Date : 05/05/2014 to 05/11/2014

5/9/2014 ***** Summary *****

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	1	22	4	0	1	1	0	0	2	0	0	0	0	31
1:00	0	9	4	2	1	0	0	0	1	0	0	0	0	17
2:00	0	6	2	0	0	1	0	1	2	0	0	0	0	12
3:00	0	6	3	1	2	1	0	0	3	0	0	0	0	16
4:00	0	19	5	2	5	2	2	1	5	0	0	0	0	41
5:00	1	34	15	4	14	2	1	1	6	0	0	0	0	78
6:00	2	73	44	2	20	9	0	2	5	0	0	0	0	157
7:00	0	113	35	5	12	8	2	5	9	0	0	0	0	189
8:00	1	77	23	7	8	7	7	1	7	0	0	0	1	139
9:00	1	69	33	10	13	8	2	4	14	1	1	0	0	156
10:00	0	59	38	5	14	8	1	1	6	1	0	0	0	133
11:00	1	76	33	9	15	9	1	2	17	0	0	0	0	163
12:00	0	92	47	6	24	10	2	2	12	0	0	0	0	195
13:00	1	111	53	7	19	8	3	4	16	0	0	0	1	223
14:00	0	183	84	8	36	5	3	3	24	0	0	0	0	346
15:00	1	266	131	3	36	6	2	3	9	0	0	0	1	458
16:00	3	276	101	2	24	6	0	4	4	0	0	0	0	420
17:00	3	331	107	1	23	4	0	2	8	1	0	1	1	482
18:00	1	199	68	2	23	2	0	4	2	0	0	0	0	301
19:00	1	128	45	1	8	0	0	0	1	1	0	0	0	185
20:00	0	97	38	0	4	1	0	0	0	0	0	0	0	140
21:00	1	93	27	1	7	0	0	0	1	0	0	0	0	130
22:00	0	67	17	0	3	0	0	1	0	1	0	0	0	89
23:00	1	38	22	0	5	0	0	1	0	0	0	0	0	67
Total:	19	2444	979	78	317	98	26	42	154	5	1	1	4	4,168
Percentage:	0.46%	58.64%	23.49%	1.87%	7.61%	2.35%	0.62%	1.01%	3.69%	0.12%	0.02%	0.02%	0.10%	

Total Class 1-3 :	3,442	**Percent Class 1-3:**	82.58%	**Total Class 4:**	78	**Percent Class 4:**	1.87%	**Total Class 5-13:**	648	**Percent Class 5-13:** 15.55%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030105 **County :** Baltimore

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1) **Compiled By :** General User

Date : 05/05/2014 to 05/11/2014

5/9/2014 **Direction: Northbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	1	22	4	0	1	1	0	0	2	0	0	0	0	31
1:00	0	9	4	2	1	0	0	0	1	0	0	0	0	17
2:00	0	6	2	0	0	1	0	1	2	0	0	0	0	12
3:00	0	6	3	1	2	1	0	0	3	0	0	0	0	16
4:00	0	19	5	2	5	2	2	1	5	0	0	0	0	41
5:00	1	34	15	4	14	2	1	1	6	0	0	0	0	78
6:00	2	73	44	2	20	9	0	2	5	0	0	0	0	157
7:00	0	113	35	5	12	8	2	5	9	0	0	0	0	189
8:00	1	77	23	7	8	7	7	1	7	0	0	0	1	139
9:00	1	69	33	10	13	8	2	4	14	1	1	0	0	156
10:00	0	59	38	5	14	8	1	1	6	1	0	0	0	133
11:00	1	76	33	9	15	9	1	2	17	0	0	0	0	163
12:00	0	92	47	6	24	10	2	2	12	0	0	0	0	195
13:00	1	111	53	7	19	8	3	4	16	0	0	0	1	223
14:00	0	183	84	8	36	5	3	3	24	0	0	0	0	346
15:00	1	266	131	3	36	6	2	3	9	0	0	0	1	458
16:00	3	276	101	2	24	6	0	4	4	0	0	0	0	420
17:00	3	331	107	1	23	4	0	2	8	1	0	1	1	482
18:00	1	199	68	2	23	2	0	4	2	0	0	0	0	301
19:00	1	128	45	1	8	0	0	0	1	1	0	0	0	185
20:00	0	97	38	0	4	1	0	0	0	0	0	0	0	140
21:00	1	93	27	1	7	0	0	0	1	0	0	0	0	130
22:00	0	67	17	0	3	0	0	1	0	1	0	0	0	89
23:00	1	38	22	0	5	0	0	1	0	0	0	0	0	67
Total:	19	2,444.00	979.00	78.00	317.00	98.00	26.00	42.00	154.00	5.00	1.00	1.00	4.00	4,168
Percentage:	0.46%	58.64%	23.49%	1.87%	7.61%	2.35%	0.62%	1.01%	3.69%	0.12%	0.02%	0.02%	0.10%	

Total Class 1-3 : 3,442 **Percent Class 1-3:** 82.58% **Total Class 4:** 78 **Percent Class 4:** 1.87% **Total Class 5-13:** 648 **Percent Class 5-13:** 15.55%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030105 **County :** Baltimore

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1) **Compiled By :** General User

Date : 05/05/2014 to 05/11/2014

5/10/2014 **Direction: Northbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	29	6	0	1	1	0	0	0	0	0	0	0	37
1:00	0	18	3	0	1	0	0	0	1	0	0	0	0	23
2:00	0	12	6	0	1	0	0	0	0	0	0	0	0	19
3:00	0	9	2	0	1	0	0	0	1	0	0	0	0	13
4:00	0	9	3	2	3	0	0	0	2	0	0	0	0	19
5:00	0	14	4	0	5	0	0	1	0	0	0	0	0	24
6:00	0	40	14	0	6	1	0	0	4	0	0	0	0	65
7:00	1	55	26	1	3	3	0	2	5	0	0	0	0	96
8:00	0	59	29	1	4	3	0	1	4	1	0	0	1	103
9:00	1	58	24	2	6	1	1	2	5	0	0	0	0	100
10:00	0	73	37	5	12	1	1	2	4	0	0	1	0	136
11:00	2	79	42	1	16	1	1	0	4	0	0	0	0	146
12:00	1	139	47	1	22	7	0	3	1	0	0	0	0	221
13:00	1	101	51	0	15	1	0	0	1	0	0	0	0	170
14:00	0	128	41	0	11	4	1	0	1	0	0	0	0	186
15:00	0	123	48	2	24	2	1	0	3	0	0	0	0	203
16:00	0	126	38	1	9	1	0	0	0	0	0	0	0	175
17:00	2	130	38	0	9	0	0	1	1	0	0	0	0	181
18:00	1	111	33	0	5	0	0	1	0	1	0	0	0	152
19:00	0	95	24	0	2	0	0	1	0	0	0	0	0	122
20:00	0	81	20	0	7	0	0	1	0	0	0	0	0	109
21:00	0	60	21	0	5	0	0	0	0	0	0	0	0	86
22:00	0	71	16	2	2	0	0	0	0	0	0	0	0	91
23:00	0	49	9	0	1	0	0	0	2	0	0	0	0	61
Total:	9	1669	582	18	171	26	5	15	39	2	0	1	1	2,538
Percentage:	0.35%	65.76%	22.93%	0.71%	6.74%	1.02%	0.20%	0.59%	1.54%	0.08%	0.00%	0.04%	0.04%	

Total Class 1-3 : 2,260 **Percent Class 1-3:** 89.05% **Total Class 4:** 18 **Percent Class 4:** 0.71% **Total Class 5-13:** 260 **Percent Class 5-13:** 10.24%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030105 **County :** Baltimore

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1) **Compiled By :** General User

Date : 05/05/2014 to 05/11/2014

5/10/2014 ***** Summary *****

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	29	6	0	1	1	0	0	0	0	0	0	0	37
1:00	0	18	3	0	1	0	0	0	1	0	0	0	0	23
2:00	0	12	6	0	1	0	0	0	0	0	0	0	0	19
3:00	0	9	2	0	1	0	0	0	1	0	0	0	0	13
4:00	0	9	3	2	3	0	0	0	2	0	0	0	0	19
5:00	0	14	4	0	5	0	0	1	0	0	0	0	0	24
6:00	0	40	14	0	6	1	0	0	4	0	0	0	0	65
7:00	1	55	26	1	3	3	0	2	5	0	0	0	0	96
8:00	0	59	29	1	4	3	0	1	4	1	0	0	1	103
9:00	1	58	24	2	6	1	1	2	5	0	0	0	0	100
10:00	0	73	37	5	12	1	1	2	4	0	0	1	0	136
11:00	2	79	42	1	16	1	1	0	4	0	0	0	0	146
12:00	1	139	47	1	22	7	0	3	1	0	0	0	0	221
13:00	1	101	51	0	15	1	0	0	1	0	0	0	0	170
14:00	0	128	41	0	11	4	1	0	1	0	0	0	0	186
15:00	0	123	48	2	24	2	1	0	3	0	0	0	0	203
16:00	0	126	38	1	9	1	0	0	0	0	0	0	0	175
17:00	2	130	38	0	9	0	0	1	1	0	0	0	0	181
18:00	1	111	33	0	5	0	0	1	0	1	0	0	0	152
19:00	0	95	24	0	2	0	0	1	0	0	0	0	0	122
20:00	0	81	20	0	7	0	0	1	0	0	0	0	0	109
21:00	0	60	21	0	5	0	0	0	0	0	0	0	0	86
22:00	0	71	16	2	2	0	0	0	0	0	0	0	0	91
23:00	0	49	9	0	1	0	0	0	2	0	0	0	0	61
Total:	9	1,669.00	582.00	18.00	171.00	26.00	5.00	15.00	39.00	2.00	0.00	1.00	1.00	2,538
Percentage:	0.35%	65.76%	22.93%	0.71%	6.74%	1.02%	0.20%	0.59%	1.54%	0.08%	0.00%	0.04%	0.04%	

Total Class 1-3 : 2,260 **Percent Class 1-3:** 89.05% **Total Class 4:** 18 **Percent Class 4:** 0.71% **Total Class 5-13:** 260 **Percent Class 5-13:** 10.24%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030105 **County :** Baltimore

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1) **Compiled By :** General User

Date : 05/05/2014 to 05/11/2014

5/11/2014 **Direction: Northbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	37	2	0	1	0	0	0	0	0	0	0	0	40
1:00	0	24	4	0	0	0	0	0	2	0	0	0	0	30
2:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
3:00	0	6	2	0	2	0	0	0	0	0	0	0	0	10
4:00	0	8	0	1	1	0	0	0	0	0	0	0	0	10
5:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
6:00	0	17	6	0	1	0	0	1	0	0	0	0	0	25
7:00	0	35	15	0	3	0	0	0	0	0	0	0	0	53
8:00	0	60	11	0	3	0	0	0	1	0	0	0	0	75
9:00	1	52	19	0	3	0	0	2	0	0	0	0	0	77
10:00	0	69	12	0	7	0	0	0	1	0	0	0	0	89
11:00	1	75	33	0	7	1	0	1	1	0	0	0	0	119
12:00	2	111	39	1	12	0	0	7	0	0	0	0	0	172
13:00	2	123	48	0	12	0	0	2	1	0	0	0	0	188
14:00	3	130	43	0	7	1	0	0	1	0	0	0	0	185
15:00	0	133	38	0	3	0	0	2	0	0	0	0	1	177
16:00	5	107	31	0	4	0	0	1	0	0	1	0	0	149
17:00	7	132	30	0	10	0	0	1	0	0	0	0	0	180
18:00	1	118	31	0	9	0	0	1	0	0	0	0	0	160
19:00	2	107	26	0	8	0	0	0	1	0	0	0	0	144
20:00	1	88	28	0	4	0	0	0	1	0	0	0	0	122
21:00	1	62	18	2	3	0	0	3	1	0	0	0	0	90
22:00	0	45	11	1	4	0	0	0	1	0	0	0	0	62
23:00	0	33	5	1	2	1	0	1	0	0	0	0	0	43
Total:	26	1593	458	6	106	3	0	22	11	0	1	0	1	2,227
Percentage:	1.17%	71.53%	20.57%	0.27%	4.76%	0.13%	0.00%	0.99%	0.49%	0.00%	0.04%	0.00%	0.04%	

Total Class 1-3 : 2,077 **Percent Class 1-3:** 93.26% **Total Class 4:** 6 **Percent Class 4:** 0.27% **Total Class 5-13:** 144 **Percent Class 5-13:** 6.47%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030105 **County :** Baltimore

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1) **Compiled By :** General User

Date : 05/05/2014 to 05/11/2014

5/11/2014 **Direction: Northbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	37	2	0	1	0	0	0	0	0	0	0	0	40
1:00	0	24	4	0	0	0	0	0	2	0	0	0	0	30
2:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
3:00	0	6	2	0	2	0	0	0	0	0	0	0	0	10
4:00	0	8	0	1	1	0	0	0	0	0	0	0	0	10
5:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
6:00	0	17	6	0	1	0	0	1	0	0	0	0	0	25
7:00	0	35	15	0	3	0	0	0	0	0	0	0	0	53
8:00	0	60	11	0	3	0	0	0	1	0	0	0	0	75
9:00	1	52	19	0	3	0	0	2	0	0	0	0	0	77
10:00	0	69	12	0	7	0	0	0	1	0	0	0	0	89
11:00	1	75	33	0	7	1	0	1	1	0	0	0	0	119
12:00	2	111	39	1	12	0	0	7	0	0	0	0	0	172
13:00	2	123	48	0	12	0	0	2	1	0	0	0	0	188
14:00	3	130	43	0	7	1	0	0	1	0	0	0	0	185
15:00	0	133	38	0	3	0	0	2	0	0	0	0	1	177
16:00	5	107	31	0	4	0	0	1	0	0	1	0	0	149
17:00	7	132	30	0	10	0	0	1	0	0	0	0	0	180
18:00	1	118	31	0	9	0	0	1	0	0	0	0	0	160
19:00	2	107	26	0	8	0	0	0	1	0	0	0	0	144
20:00	1	88	28	0	4	0	0	0	1	0	0	0	0	122
21:00	1	62	18	2	3	0	0	3	1	0	0	0	0	90
22:00	0	45	11	1	4	0	0	0	1	0	0	0	0	62
23:00	0	33	5	1	2	1	0	1	0	0	0	0	0	43
Total:	26	1,593.00	458.00	6.00	106.00	3.00	0.00	22.00	11.00	0.00	1.00	0.00	1.00	2,227
Percentage:	1.17%	71.53%	20.57%	0.27%	4.76%	0.13%	0.00%	0.99%	0.49%	0.00%	0.04%	0.00%	0.04%	

Total Class 1-3 : 2,077 **Percent Class 1-3:** 93.26% **Total Class 4:** 6 **Percent Class 4:** 0.27% **Total Class 5-13:** 144 **Percent Class 5-13:** 6.47%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030105 **County :** Baltimore

Location : EXIT 43 RAMP 4 FR MD 695 NB TO MD 158 EB (NORTH OF RAMP 1) **Compiled By :** General User

Date : 05/05/2014 to 05/11/2014

5/11/2014 ***** Summary of Total Report *****

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	2	159	33	4	6	10	6	2	4	0	0	0	0	226
1:00	0	94	23	3	6	6	5	3	9	0	0	0	0	149
2:00	0	67	18	1	3	12	6	2	10	0	0	0	0	119
3:00	0	40	16	8	15	11	2	0	9	0	0	0	0	101
4:00	0	93	19	8	13	13	6	2	24	0	0	0	0	178
5:00	5	218	96	10	56	10	6	5	19	0	0	0	0	425
6:00	6	533	263	11	127	28	2	14	34	0	0	0	0	1018
7:00	2	738	246	29	66	27	8	15	49	0	0	0	0	1180
8:00	3	556	165	23	66	34	13	8	55	1	0	1	2	927
9:00	4	455	197	40	80	32	11	17	69	1	1	0	0	907
10:00	3	401	192	35	76	27	5	12	75	3	1	1	2	833
11:00	6	481	244	35	95	32	7	13	81	1	0	0	2	997
12:00	5	662	277	26	118	37	6	16	71	2	1	0	1	1222
13:00	6	709	351	26	137	39	7	17	67	0	0	0	2	1361
14:00	7	953	481	28	162	40	6	16	76	1	1	0	0	1771
15:00	9	1507	712	22	213	26	8	24	49	2	0	0	5	2577
16:00	21	1814	686	15	137	28	4	20	32	0	1	0	2	2760
17:00	23	2060	577	6	137	13	1	19	39	1	0	2	1	2879
18:00	10	1233	387	9	116	8	0	17	19	2	0	0	1	1802
19:00	10	773	261	8	66	4	0	6	10	1	0	0	0	1139
20:00	3	573	188	1	41	11	7	4	4	0	0	0	0	832
21:00	5	478	146	7	30	3	3	5	6	0	0	0	0	683
22:00	1	394	96	7	19	1	4	1	6	1	0	0	0	530
23:00	1	249	92	3	20	3	5	4	4	0	0	0	0	381
Total:	132	15240	5766	365	1805	455	128	242	821	16	5	4	18	24,997
Percentage:	0.53%	60.97%	23.07%	1.46%	4.65%	1.82%	0.51%	0.97%	3.28%	0.06%	0.02%	0.02%	0.07%	

Total Class 1-3 : 21138 **Percent Class 1-3:** 84.56% **Total Class 4:** 365.00 **Percent Class 4:** 1.46% **Total Class 5-13:** 3494 **Percent Class 5-13:** 13.98%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : S2009030109

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6)

Date Range: 04/18/2008 **to** 04/24/2008

Date: 4/13/2008 **Direction: Westbound**

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	0	0	0	0	0	22	28	25	22	28
1: 00	0	0	0	0	0	18	14	16	18	14
2: 00	0	0	0	0	0	22	24	23	22	24
3: 00	0	0	0	0	0	38	31	35	38	31
4: 00	0	0	0	0	0	94	68	81	94	68
5: 00	0	0	0	0	0	282	97	190	282	97
6: 00	0	0	0	0	0	554	184	369	554	184
7: 00	0	0	0	0	0	552	149	351	552	149
8: 00	0	0	0	0	0	400	155	278	400	155
9: 00	0	0	0	0	0	241	151	196	241	151
10: 00	0	0	0	0	0	238	151	195	238	151
11: 00	0	0	0	0	0	212	151	182	212	151
12: 00	0	0	0	0	0	228	167	198	228	167
13: 00	0	0	0	0	0	196	161	179	196	161
14: 00	0	0	0	0	0	304	157	231	304	157
15: 00	0	0	0	0	0	314	154	234	314	154
16: 00	0	0	0	0	0	255	159	207	255	159
17: 00	0	0	0	0	0	252	162	207	252	162
18: 00	0	0	0	0	0	190	127	159	190	127
19: 00	0	0	0	0	0	173	139	156	173	139
20: 00	0	0	0	0	0	100	89	95	100	89
21: 00	0	0	0	0	0	93	90	92	93	90
22: 00	0	0	0	0	0	84	68	76	84	68
23: 00	0	0	0	0	0	49	60	55	49	60
Total :	0	0	0	0	0	4,911	2,736	3,824	4,911	2,736

AMPeak Period HR.	**6:00**	**6:00**
6AM to 12PM CT.	**554**	**184**
PMPeak Period HR.	**15:00**	**12:00**
12PM to 6PM CT.	**314**	**167**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : S2009030109

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6)

Date Range: 04/18/2008 **to** 04/24/2008

Date: 4/20/2008 **Direction: Westbound**

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	34	15	12	9	12	0	0	16	12	34
1: 00	20	11	12	12	10	0	0	13	11	20
2: 00	13	24	19	24	20	0	0	20	22	13
3: 00	21	31	39	39	50	0	0	36	40	21
4: 00	18	98	103	101	112	0	0	86	104	18
5: 00	38	275	291	314	298	0	0	243	295	38
6: 00	68	477	525	545	545	0	0	432	523	68
7: 00	72	532	587	589	577	0	0	471	571	72
8: 00	67	413	435	431	403	0	0	350	421	67
9: 00	95	227	217	263	234	0	0	207	235	95
10: 00	115	194	191	203	163	0	0	173	188	115
11: 00	142	193	182	204	191	0	0	182	193	142
12: 00	122	163	185	179	50	0	0	140	144	122
13: 00	135	178	192	192	61	0	0	152	156	135
14: 00	158	235	240	251	54	0	0	188	195	158
15: 00	123	251	267	270	56	0	0	193	211	123
16: 00	128	215	253	243	63	0	0	180	194	128
17: 00	148	201	225	231	48	0	0	171	176	148
18: 00	106	145	155	177	55	0	0	128	133	106
19: 00	94	67	135	142	47	0	0	97	98	94
20: 00	73	54	108	105	24	0	0	73	73	73
21: 00	67	61	94	77	28	0	0	65	65	67
22: 00	54	68	67	87	12	0	0	58	59	54
23: 00	34	39	37	46	9	0	0	33	33	34
Total :	1,945	4,167	4,571	4,734	3,122	0	0	3,708	4,149	1,945

AMPeak Period HR.	**11:00**	**7:00**	**7:00**	**7:00**	**7:00**
6AM to 12PM CT.	**142**	**532**	**587**	**589**	**577**
PMPeak Period HR.	**14:00**	**14:00**	**15:00**	**15:00**	**16:00**
12PM to 6PM CT.	**158**	**251**	**267**	**270**	**63**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Volume Count Detail Report

Location ID : S2009030109

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6)

Date Range: 04/18/2008 **to** 04/24/2008

Date: 4/20/2008 ***** Summary of Total Report *****

Beginning Hour	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Daily Avg	Weekday Avg	Weekend Avg
0: 00	34	15	12	9	12	22	28	19	14	31
1: 00	20	11	12	12	10	18	14	14	13	17
2: 00	13	24	19	24	20	22	24	21	22	19
3: 00	21	31	39	39	50	38	31	36	39	26
4: 00	18	98	103	101	112	94	68	85	102	43
5: 00	38	275	291	314	298	282	97	228	292	68
6: 00	68	477	525	545	545	554	184	414	529	126
7: 00	72	532	587	589	577	552	149	437	567	111
8: 00	67	413	435	431	403	400	155	329	416	111
9: 00	95	227	217	263	234	241	151	204	236	123
10: 00	115	194	191	203	163	238	151	179	198	133
11: 00	142	193	182	204	191	212	151	182	196	147
12: 00	122	163	185	179	50	228	167	156	161	145
13: 00	135	178	192	192	61	196	161	159	164	148
14: 00	158	235	240	251	54	304	157	200	217	158
15: 00	123	251	267	270	56	314	154	205	232	139
16: 00	128	215	253	243	63	255	159	188	206	144
17: 00	148	201	225	231	48	252	162	181	191	155
18: 00	106	145	155	177	55	190	127	136	144	117
19: 00	94	67	135	142	47	173	139	114	113	117
20: 00	73	54	108	105	24	100	89	79	78	81
21: 00	67	61	94	77	28	93	90	73	71	79
22: 00	54	68	67	87	12	84	68	63	64	61
23: 00	34	39	37	46	9	49	60	39	36	47
Total:	1,945	4,167	4,571	4,734	3,122	4,911	2,736	3,741	4,301	2,341

AMPeak Period HR.:	**11:00**	**7:00**	**7:00**	**7:00**	**7:00**	**6:00**	**6:00**
6AM to 12PM CT.:	**142**	**532**	**587**	**589**	**577**	**554**	**184**
PMPeak Period HR.	**14:00**	**15:00**	**15:00**	**15:00**	**16:00**	**15:00**	**12:00**
12PM to 6PM CT.	**158**	**251**	**267**	**270**	**63**	**314**	**167**

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030109 **County :** Baltimore

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6) **Compiled By :** General User

Date : 04/18/2008 to 04/24/2008

4/18/2008 **Direction: Westbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	16	3	0	1	1	0	1	0	0	0	0	0	22
1:00	0	11	2	0	1	0	0	2	2	0	0	0	0	18
2:00	0	6	8	0	3	1	0	2	2	0	0	0	0	22
3:00	0	20	7	0	1	3	0	4	3	0	0	0	0	38
4:00	0	58	15	0	6	1	0	7	7	0	0	0	0	94
5:00	3	146	82	1	24	1	1	9	15	0	0	0	0	282
6:00	11	363	113	6	33	9	0	11	7	1	0	0	0	554
7:00	6	393	96	3	27	4	0	7	13	1	0	0	2	552
8:00	3	259	65	2	29	9	1	5	26	1	0	0	0	400
9:00	1	131	42	6	24	5	3	8	21	0	0	0	0	241
10:00	0	126	40	7	17	14	2	2	28	0	0	0	2	238
11:00	3	115	36	5	15	6	1	2	26	2	0	0	1	212
12:00	1	125	44	3	16	6	0	3	30	0	0	0	0	228
13:00	3	96	42	3	23	2	1	6	20	0	0	0	0	196
14:00	2	161	63	3	26	10	2	6	29	0	0	0	2	304
15:00	4	200	57	3	16	7	0	3	23	1	0	0	0	314
16:00	1	171	51	2	12	2	0	3	12	1	0	0	0	255
17:00	6	179	46	0	9	3	0	6	3	0	0	0	0	252
18:00	4	131	41	0	6	0	0	3	4	1	0	0	0	190
19:00	4	128	24	3	9	1	0	0	4	0	0	0	0	173
20:00	1	75	17	0	3	0	0	0	4	0	0	0	0	100
21:00	1	65	17	0	3	1	0	3	3	0	0	0	0	93
22:00	1	70	7	1	4	0	0	0	1	0	0	0	0	84
23:00	0	40	8	0	1	0	0	0	0	0	0	0	0	49
Total:	55	3085	926	48	309	86	11	93	283	8	0	0	7	4,911
Percentage:	1.12%	62.82%	18.86%	0.98%	6.29%	1.75%	0.22%	1.89%	5.76%	0.16%	0.00%	0.00%	0.14%	

Total Class 1-3 :	4,066	**Percent Class 1-3:**	82.79%	**Total Class 4:**	48	**Percent Class 4:**	0.98%	**Total Class 5-13:**	797	**Percent Class 5-13:** 16.23%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030109 **County :** Baltimore

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6) **Compiled By :** General User

Date : 04/18/2008 to 04/24/2008

4/18/2008 **Direction: Westbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	16	3	0	1	1	0	1	0	0	0	0	0	22
1:00	0	11	2	0	1	0	0	2	2	0	0	0	0	18
2:00	0	6	8	0	3	1	0	2	2	0	0	0	0	22
3:00	0	20	7	0	1	3	0	4	3	0	0	0	0	38
4:00	0	58	15	0	6	1	0	7	7	0	0	0	0	94
5:00	3	146	82	1	24	1	1	9	15	0	0	0	0	282
6:00	11	363	113	6	33	9	0	11	7	1	0	0	0	554
7:00	6	393	96	3	27	4	0	7	13	1	0	0	2	552
8:00	3	259	65	2	29	9	1	5	26	1	0	0	0	400
9:00	1	131	42	6	24	5	3	8	21	0	0	0	0	241
10:00	0	126	40	7	17	14	2	2	28	0	0	0	2	238
11:00	3	115	36	5	15	6	1	2	26	2	0	0	1	212
12:00	1	125	44	3	16	6	0	3	30	0	0	0	0	228
13:00	3	96	42	3	23	2	1	6	20	0	0	0	0	196
14:00	2	161	63	3	26	10	2	6	29	0	0	0	2	304
15:00	4	200	57	3	16	7	0	3	23	1	0	0	0	314
16:00	1	171	51	2	12	2	0	3	12	1	0	0	0	255
17:00	6	179	46	0	9	3	0	6	3	0	0	0	0	252
18:00	4	131	41	0	6	0	0	3	4	1	0	0	0	190
19:00	4	128	24	3	9	1	0	0	4	0	0	0	0	173
20:00	1	75	17	0	3	0	0	0	4	0	0	0	0	100
21:00	1	65	17	0	3	1	0	3	3	0	0	0	0	93
22:00	1	70	7	1	4	0	0	0	1	0	0	0	0	84
23:00	0	40	8	0	1	0	0	0	0	0	0	0	0	49
Total:	55	3,085.00	926.00	48.00	309.00	86.00	11.00	93.00	283.00	8.00	0.00	0.00	7.00	4,911
Percentage:	1.12%	62.82%	18.86%	0.98%	6.29%	1.75%	0.22%	1.89%	5.76%	0.16%	0.00%	0.00%	0.14%	

Total Class 1-3 : 4,066 **Percent Class 1-3:** 82.79% **Total Class 4:** 48 **Percent Class 4:** 0.98% **Total Class 5-13:** 797 **Percent Class 5-13:** 16.23%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030109 **County :** Baltimore

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6) **Compiled By :** General User

Date : 04/18/2008 to 04/24/2008

4/19/2008 ***** Summary *****

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	2	20	5	0	1	0	0	0	0	0	0	0	0	28
1:00	1	12	0	0	1	0	0	0	0	0	0	0	0	14
2:00	0	17	3	0	2	0	0	0	2	0	0	0	0	24
3:00	1	11	10	1	2	0	0	6	0	0	0	0	0	31
4:00	0	31	21	0	9	1	0	5	1	0	0	0	0	68
5:00	1	59	23	0	8	0	0	2	4	0	0	0	0	97
6:00	0	121	43	1	9	1	0	3	5	1	0	0	0	184
7:00	3	108	26	2	5	1	0	3	1	0	0	0	0	149
8:00	7	106	30	1	6	0	0	2	3	0	0	0	0	155
9:00	3	107	27	0	11	1	0	0	2	0	0	0	0	151
10:00	2	101	36	2	7	1	0	1	1	0	0	0	0	151
11:00	6	105	27	1	8	1	0	0	2	0	0	1	0	151
12:00	10	115	35	1	4	0	0	2	0	0	0	0	0	167
13:00	3	129	21	0	6	0	0	0	2	0	0	0	0	161
14:00	6	122	24	0	5	0	0	0	0	0	0	0	0	157
15:00	5	123	22	0	2	0	0	1	1	0	0	0	0	154
16:00	1	132	18	0	7	0	0	1	0	0	0	0	0	159
17:00	6	129	21	1	3	1	0	0	0	1	0	0	0	162
18:00	0	103	14	2	6	1	0	0	1	0	0	0	0	127
19:00	5	106	23	1	3	0	0	1	0	0	0	0	0	139
20:00	1	67	19	0	1	0	0	1	0	0	0	0	0	89
21:00	2	71	13	0	3	0	0	0	1	0	0	0	0	90
22:00	0	57	6	0	5	0	0	0	0	0	0	0	0	68
23:00	2	50	7	0	1	0	0	0	0	0	0	0	0	60
Total:	67	2002	474	13	115	8	0	28	26	2	0	1	0	2,736
Percentage:	2.45%	73.17%	17.32%	0.48%	4.20%	0.29%	0.00%	1.02%	0.95%	0.07%	0.00%	0.04%	0.00%	

Total Class 1-3 :	2,543	**Percent Class 1-3:**	92.95%	**Total Class 4:**	13	**Percent Class 4:**	0.48%	**Total Class 5-13:**	180	**Percent Class 5-13:** 6.58%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030109 **County :** Baltimore

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6) **Compiled By :** General User

Date : 04/18/2008 to 04/24/2008

4/19/2008 **Direction: Westbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	2	20	5	0	1	0	0	0	0	0	0	0	0	28
1:00	1	12	0	0	1	0	0	0	0	0	0	0	0	14
2:00	0	17	3	0	2	0	0	0	2	0	0	0	0	24
3:00	1	11	10	1	2	0	0	6	0	0	0	0	0	31
4:00	0	31	21	0	9	1	0	5	1	0	0	0	0	68
5:00	1	59	23	0	8	0	0	2	4	0	0	0	0	97
6:00	0	121	43	1	9	1	0	3	5	1	0	0	0	184
7:00	3	108	26	2	5	1	0	3	1	0	0	0	0	149
8:00	7	106	30	1	6	0	0	2	3	0	0	0	0	155
9:00	3	107	27	0	11	1	0	0	2	0	0	0	0	151
10:00	2	101	36	2	7	1	0	1	1	0	0	0	0	151
11:00	6	105	27	1	8	1	0	0	2	0	0	1	0	151
12:00	10	115	35	1	4	0	0	2	0	0	0	0	0	167
13:00	3	129	21	0	6	0	0	0	2	0	0	0	0	161
14:00	6	122	24	0	5	0	0	0	0	0	0	0	0	157
15:00	5	123	22	0	2	0	0	1	1	0	0	0	0	154
16:00	1	132	18	0	7	0	0	1	0	0	0	0	0	159
17:00	6	129	21	1	3	1	0	0	0	1	0	0	0	162
18:00	0	103	14	2	6	1	0	0	1	0	0	0	0	127
19:00	5	106	23	1	3	0	0	1	0	0	0	0	0	139
20:00	1	67	19	0	1	0	0	1	0	0	0	0	0	89
21:00	2	71	13	0	3	0	0	0	1	0	0	0	0	90
22:00	0	57	6	0	5	0	0	0	0	0	0	0	0	68
23:00	2	50	7	0	1	0	0	0	0	0	0	0	0	60
Total:	67	2,002.00	474.00	13.00	115.00	8.00	0.00	28.00	26.00	2.00	0.00	1.00	0.00	2,736
Percentage:	2.45%	73.17%	17.32%	0.48%	4.20%	0.29%	0.00%	1.02%	0.95%	0.07%	0.00%	0.04%	0.00%	

Total Class 1-3 : 2,543 **Percent Class 1-3:** 92.95% **Total Class 4:** 13 **Percent Class 4:** 0.48% **Total Class 5-13:** 180 **Percent Class 5-13:** 6.58%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030109 **County :** Baltimore

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6) **Compiled By :** General User

Date : 04/18/2008 to 04/24/2008

4/20/2008 **Direction: Westbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	24	6	1	0	0	0	0	2	1	0	0	0	34
1:00	1	17	2	0	0	0	0	0	0	0	0	0	0	20
2:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
3:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
4:00	0	9	7	0	1	0	0	1	0	0	0	0	0	18
5:00	0	26	9	1	2	0	0	0	0	0	0	0	0	38
6:00	1	48	12	0	5	0	0	2	0	0	0	0	0	68
7:00	0	53	15	1	3	0	0	0	0	0	0	0	0	72
8:00	0	46	16	0	5	0	0	0	0	0	0	0	0	67
9:00	0	68	23	0	4	0	0	0	0	0	0	0	0	95
10:00	1	83	24	0	5	0	0	0	1	0	1	0	0	115
11:00	0	117	22	1	1	0	0	1	0	0	0	0	0	142
12:00	0	95	22	0	2	1	1	1	0	0	0	0	0	122
13:00	1	103	28	0	3	0	0	0	0	0	0	0	0	135
14:00	0	127	27	0	3	0	0	0	1	0	0	0	0	158
15:00	1	91	23	2	5	0	0	0	1	0	0	0	0	123
16:00	0	86	30	0	9	1	0	1	1	0	0	0	0	128
17:00	0	117	20	0	6	1	0	0	4	0	0	0	0	148
18:00	0	87	15	0	3	1	0	0	0	0	0	0	0	106
19:00	0	71	15	3	4	0	0	0	1	0	0	0	0	94
20:00	0	63	9	1	0	0	0	0	0	0	0	0	0	73
21:00	0	50	12	0	5	0	0	0	0	0	0	0	0	67
22:00	0	42	8	0	3	0	0	0	1	0	0	0	0	54
23:00	1	28	4	0	1	0	0	0	0	0	0	0	0	34
Total:	6	1479	355	10	70	4	1	6	12	1	1	0	0	1,945
Percentage:	0.31%	76.04%	18.25%	0.51%	3.60%	0.21%	0.05%	0.31%	0.62%	0.05%	0.05%	0.00%	0.00%	

Total Class 1-3 : 1,840 **Percent Class 1-3:** 94.60% **Total Class 4:** 10 **Percent Class 4:** 0.51% **Total Class 5-13:** 95 **Percent Class 5-13:** 4.88%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030109 **County :** Baltimore

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6) **Compiled By :** General User

Date : 04/18/2008 to 04/24/2008

4/20/2008 ***** Summary *****

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	24	6	1	0	0	0	0	2	1	0	0	0	34
1:00	1	17	2	0	0	0	0	0	0	0	0	0	0	20
2:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
3:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
4:00	0	9	7	0	1	0	0	1	0	0	0	0	0	18
5:00	0	26	9	1	2	0	0	0	0	0	0	0	0	38
6:00	1	48	12	0	5	0	0	2	0	0	0	0	0	68
7:00	0	53	15	1	3	0	0	0	0	0	0	0	0	72
8:00	0	46	16	0	5	0	0	0	0	0	0	0	0	67
9:00	0	68	23	0	4	0	0	0	0	0	0	0	0	95
10:00	1	83	24	0	5	0	0	0	1	0	1	0	0	115
11:00	0	117	22	1	1	0	0	1	0	0	0	0	0	142
12:00	0	95	22	0	2	1	1	1	0	0	0	0	0	122
13:00	1	103	28	0	3	0	0	0	0	0	0	0	0	135
14:00	0	127	27	0	3	0	0	0	1	0	0	0	0	158
15:00	1	91	23	2	5	0	0	0	1	0	0	0	0	123
16:00	0	86	30	0	9	1	0	1	1	0	0	0	0	128
17:00	0	117	20	0	6	1	0	0	4	0	0	0	0	148
18:00	0	87	15	0	3	1	0	0	0	0	0	0	0	106
19:00	0	71	15	3	4	0	0	0	1	0	0	0	0	94
20:00	0	63	9	1	0	0	0	0	0	0	0	0	0	73
21:00	0	50	12	0	5	0	0	0	0	0	0	0	0	67
22:00	0	42	8	0	3	0	0	0	1	0	0	0	0	54
23:00	1	28	4	0	1	0	0	0	0	0	0	0	0	34
Total:	6	1,479.00	355.00	10.00	70.00	4.00	1.00	6.00	12.00	1.00	1.00	0.00	0.00	1,945
Percentage:	0.31%	76.04%	18.25%	0.51%	3.60%	0.21%	0.05%	0.31%	0.62%	0.05%	0.05%	0.00%	0.00%	

Total Class 1-3 : 1,840 **Percent Class 1-3:** 94.60% **Total Class 4:** 10 **Percent Class 4:** 0.51% **Total Class 5-13:** 95 **Percent Class 5-13:** 4.88%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030109 **County :** Baltimore

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6) **Compiled By :** General User

Date : 04/18/2008 to 04/24/2008

4/21/2008 **Direction: Westbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	11	2	0	0	0	0	0	2	0	0	0	0	15
1:00	0	4	4	0	0	1	0	0	2	0	0	0	0	11
2:00	0	13	5	2	0	1	0	0	3	0	0	0	0	24
3:00	0	14	3	0	1	3	0	0	10	0	0	0	0	31
4:00	0	55	18	1	6	6	0	0	12	0	0	0	0	98
5:00	0	155	76	1	24	4	0	1	13	0	0	0	1	275
6:00	0	297	136	5	25	3	0	0	10	0	0	0	1	477
7:00	0	394	93	2	19	2	1	2	18	1	0	0	0	532
8:00	0	286	64	4	24	4	4	5	21	0	0	0	1	413
9:00	0	98	49	1	25	15	0	7	31	1	0	0	0	227
10:00	0	85	44	3	21	6	1	5	28	1	0	0	0	194
11:00	0	90	47	3	12	14	1	1	24	1	0	0	0	193
12:00	1	83	33	3	15	8	0	1	19	0	0	0	0	163
13:00	0	89	42	2	13	3	0	4	24	1	0	0	0	178
14:00	0	142	42	2	14	9	0	6	19	0	0	0	1	235
15:00	0	147	56	2	13	6	0	5	22	0	0	0	0	251
16:00	0	135	47	2	4	2	0	5	20	0	0	0	0	215
17:00	0	142	34	1	9	3	0	2	9	1	0	0	0	201
18:00	0	97	29	1	7	2	0	1	8	0	0	0	0	145
19:00	0	47	14	0	0	0	0	2	4	0	0	0	0	67
20:00	0	40	8	0	0	0	0	0	6	0	0	0	0	54
21:00	0	40	14	0	5	1	0	0	1	0	0	0	0	61
22:00	1	56	7	0	3	0	0	0	1	0	0	0	0	68
23:00	2	24	7	0	2	2	0	0	2	0	0	0	0	39
Total:	4	2544	874	35	242	95	7	47	309	6	0	0	4	4,167
Percentage:	0.10%	61.05%	20.97%	0.84%	5.81%	2.28%	0.17%	1.13%	7.42%	0.14%	0.00%	0.00%	0.10%	

Total Class 1-3 : 3,422 **Percent Class 1-3:** 82.12% **Total Class 4:** 35 **Percent Class 4:** 0.84% **Total Class 5-13:** 710 **Percent Class 5-13:** 17.04%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030109 **County :** Baltimore

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6) **Compiled By :** General User

Date : 04/18/2008 to 04/24/2008

4/21/2008 **Direction: Westbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	11	2	0	0	0	0	0	2	0	0	0	0	15
1:00	0	4	4	0	0	1	0	0	2	0	0	0	0	11
2:00	0	13	5	2	0	1	0	0	3	0	0	0	0	24
3:00	0	14	3	0	1	3	0	0	10	0	0	0	0	31
4:00	0	55	18	1	6	6	0	0	12	0	0	0	0	98
5:00	0	155	76	1	24	4	0	1	13	0	0	0	1	275
6:00	0	297	136	5	25	3	0	0	10	0	0	0	1	477
7:00	0	394	93	2	19	2	1	2	18	1	0	0	0	532
8:00	0	286	64	4	24	4	4	5	21	0	0	0	1	413
9:00	0	98	49	1	25	15	0	7	31	1	0	0	0	227
10:00	0	85	44	3	21	6	1	5	28	1	0	0	0	194
11:00	0	90	47	3	12	14	1	1	24	1	0	0	0	193
12:00	1	83	33	3	15	8	0	1	19	0	0	0	0	163
13:00	0	89	42	2	13	3	0	4	24	1	0	0	0	178
14:00	0	142	42	2	14	9	0	6	19	0	0	0	1	235
15:00	0	147	56	2	13	6	0	5	22	0	0	0	0	251
16:00	0	135	47	2	4	2	0	5	20	0	0	0	0	215
17:00	0	142	34	1	9	3	0	2	9	1	0	0	0	201
18:00	0	97	29	1	7	2	0	1	8	0	0	0	0	145
19:00	0	47	14	0	0	0	0	2	4	0	0	0	0	67
20:00	0	40	8	0	0	0	0	0	6	0	0	0	0	54
21:00	0	40	14	0	5	1	0	0	1	0	0	0	0	61
22:00	1	56	7	0	3	0	0	0	1	0	0	0	0	68
23:00	2	24	7	0	2	2	0	0	2	0	0	0	0	39
Total:	4	2,544.00	874.00	35.00	242.00	95.00	7.00	47.00	309.00	6.00	0.00	0.00	4.00	4,167
Percentage:	0.10%	61.05%	20.97%	0.84%	5.81%	2.28%	0.17%	1.13%	7.42%	0.14%	0.00%	0.00%	0.10%	

Total Class 1-3 : 3,422 **Percent Class 1-3:** 82.12% **Total Class 4:** 35 **Percent Class 4:** 0.84% **Total Class 5-13:** 710 **Percent Class 5-13:** 17.04%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030109 **County :** Baltimore

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6) **Compiled By :** General User

Date : 04/18/2008 to 04/24/2008

4/22/2008 ***** Summary *****

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
1:00	0	5	2	0	0	0	0	1	4	0	0	0	0	12
2:00	0	9	2	0	0	1	0	1	6	0	0	0	0	19
3:00	1	17	7	1	1	4	0	0	7	1	0	0	0	39
4:00	0	58	22	0	5	0	0	2	16	0	0	0	0	103
5:00	1	157	87	3	28	1	1	1	12	0	0	0	0	291
6:00	2	344	124	3	25	8	1	7	10	1	0	0	0	525
7:00	1	416	102	3	39	5	0	9	9	2	1	0	0	587
8:00	3	281	81	6	20	11	6	4	22	1	0	0	0	435
9:00	1	108	39	6	18	7	1	5	32	0	0	0	0	217
10:00	0	88	38	4	16	11	0	4	29	1	0	0	0	191
11:00	0	91	34	6	8	15	0	2	25	0	0	0	1	182
12:00	2	82	34	6	14	13	1	0	33	0	0	0	0	185
13:00	1	98	36	4	11	7	2	6	25	2	0	0	0	192
14:00	0	142	40	3	20	7	0	5	23	0	0	0	0	240
15:00	1	171	60	4	9	3	1	0	18	0	0	0	0	267
16:00	2	167	46	0	13	2	5	0	18	0	0	0	0	253
17:00	1	156	36	0	9	1	0	4	17	0	0	0	1	225
18:00	1	109	25	1	8	2	0	1	8	0	0	0	0	155
19:00	3	91	19	1	4	0	0	2	14	0	0	0	1	135
20:00	1	70	21	0	3	1	0	0	12	0	0	0	0	108
21:00	0	62	22	0	3	0	0	0	7	0	0	0	0	94
22:00	1	54	5	3	2	0	0	0	2	0	0	0	0	67
23:00	0	32	4	0	0	0	0	0	1	0	0	0	0	37
Total:	22	2819	887	54	256	99	18	54	350	8	1	0	3	4,571
Percentage:	0.48%	61.67%	19.40%	1.18%	5.60%	2.17%	0.39%	1.18%	7.66%	0.18%	0.02%	0.00%	0.07%	

Total Class 1-3 :	3,728	**Percent Class 1-3:**	81.56%	**Total Class 4:**	54	**Percent Class 4:**	1.18%	**Total Class 5-13:**	789	**Percent Class 5-13:** 17.26%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030109 **County :** Baltimore

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6) **Compiled By :** General User

Date : 04/18/2008 to 04/24/2008

4/22/2008 **Direction: Westbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
1:00	0	5	2	0	0	0	0	1	4	0	0	0	0	12
2:00	0	9	2	0	0	1	0	1	6	0	0	0	0	19
3:00	1	17	7	1	1	4	0	0	7	1	0	0	0	39
4:00	0	58	22	0	5	0	0	2	16	0	0	0	0	103
5:00	1	157	87	3	28	1	1	1	12	0	0	0	0	291
6:00	2	344	124	3	25	8	1	7	10	1	0	0	0	525
7:00	1	416	102	3	39	5	0	9	9	2	1	0	0	587
8:00	3	281	81	6	20	11	6	4	22	1	0	0	0	435
9:00	1	108	39	6	18	7	1	5	32	0	0	0	0	217
10:00	0	88	38	4	16	11	0	4	29	1	0	0	0	191
11:00	0	91	34	6	8	15	0	2	25	0	0	0	1	182
12:00	2	82	34	6	14	13	1	0	33	0	0	0	0	185
13:00	1	98	36	4	11	7	2	6	25	2	0	0	0	192
14:00	0	142	40	3	20	7	0	5	23	0	0	0	0	240
15:00	1	171	60	4	9	3	1	0	18	0	0	0	0	267
16:00	2	167	46	0	13	2	5	0	18	0	0	0	0	253
17:00	1	156	36	0	9	1	0	4	17	0	0	0	1	225
18:00	1	109	25	1	8	2	0	1	8	0	0	0	0	155
19:00	3	91	19	1	4	0	0	2	14	0	0	0	1	135
20:00	1	70	21	0	3	1	0	0	12	0	0	0	0	108
21:00	0	62	22	0	3	0	0	0	7	0	0	0	0	94
22:00	1	54	5	3	2	0	0	0	2	0	0	0	0	67
23:00	0	32	4	0	0	0	0	0	1	0	0	0	0	37
Total:	22	2,819.00	887.00	54.00	256.00	99.00	18.00	54.00	350.00	8.00	1.00	0.00	3.00	4,571
Percentage:	0.48%	61.67%	19.40%	1.18%	5.60%	2.17%	0.39%	1.18%	7.66%	0.18%	0.02%	0.00%	0.07%	

Total Class 1-3 : 3,728 **Percent Class 1-3:** 81.56% **Total Class 4:** 54 **Percent Class 4:** 1.18% **Total Class 5-13:** 789 **Percent Class 5-13:** 17.26%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030109 **County :** Baltimore

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6) **Compiled By :** General User

Date : 04/18/2008 to 04/24/2008

4/23/2008 **Direction: Westbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	6	1	0	0	1	0	0	1	0	0	0	0	9
1:00	0	7	2	0	0	0	0	0	3	0	0	0	0	12
2:00	0	11	6	0	2	1	0	0	4	0	0	0	0	24
3:00	0	18	5	1	1	1	0	2	11	0	0	0	0	39
4:00	3	54	19	0	6	6	0	1	12	0	0	0	0	101
5:00	2	166	95	1	21	8	0	1	20	0	0	0	0	314
6:00	6	358	121	4	31	5	1	6	12	0	0	0	1	545
7:00	4	425	101	6	24	9	1	8	11	0	0	0	0	589
8:00	4	288	61	6	26	14	2	3	27	0	0	0	0	431
9:00	0	136	42	6	25	15	6	4	28	1	0	0	0	263
10:00	0	82	41	5	16	12	4	4	37	1	0	0	1	203
11:00	2	91	35	1	14	18	2	0	39	2	0	0	0	204
12:00	0	86	32	6	18	8	1	3	25	0	0	0	0	179
13:00	1	83	32	3	16	16	2	3	35	1	0	0	0	192
14:00	2	138	49	5	10	16	1	4	25	1	0	0	0	251
15:00	4	151	58	4	18	15	1	3	15	0	0	1	0	270
16:00	1	165	46	1	9	3	0	2	16	0	0	0	0	243
17:00	1	153	39	4	12	2	0	7	13	0	0	0	0	231
18:00	4	124	30	2	6	5	1	0	4	1	0	0	0	177
19:00	3	89	32	2	4	1	0	2	9	0	0	0	0	142
20:00	1	68	26	1	5	1	0	0	3	0	0	0	0	105
21:00	0	55	13	1	3	1	0	0	4	0	0	0	0	77
22:00	1	67	15	0	2	0	0	0	2	0	0	0	0	87
23:00	1	31	10	0	1	0	0	0	3	0	0	0	0	46
Total:	40	2852	911	59	270	158	22	53	359	7	0	1	2	4,734
Percentage:	0.84%	60.25%	19.24%	1.25%	5.70%	3.34%	0.46%	1.12%	7.58%	0.15%	0.00%	0.02%	0.04%	

Total Class 1-3 : 3,803 **Percent Class 1-3:** 80.33% **Total Class 4:** 59 **Percent Class 4:** 1.25% **Total Class 5-13:** 872 **Percent Class 5-13:** 18.42%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030109 **County :** Baltimore

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6) **Compiled By :** General User

Date : 04/18/2008 to 04/24/2008

4/23/2008 ***** Summary *****

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	6	1	0	0	1	0	0	1	0	0	0	0	9
1:00	0	7	2	0	0	0	0	0	3	0	0	0	0	12
2:00	0	11	6	0	2	1	0	0	4	0	0	0	0	24
3:00	0	18	5	1	1	1	0	2	11	0	0	0	0	39
4:00	3	54	19	0	6	6	0	1	12	0	0	0	0	101
5:00	2	166	95	1	21	8	0	1	20	0	0	0	0	314
6:00	6	358	121	4	31	5	1	6	12	0	0	0	1	545
7:00	4	425	101	6	24	9	1	8	11	0	0	0	0	589
8:00	4	288	61	6	26	14	2	3	27	0	0	0	0	431
9:00	0	136	42	6	25	15	6	4	28	1	0	0	0	263
10:00	0	82	41	5	16	12	4	4	37	1	0	0	1	203
11:00	2	91	35	1	14	18	2	0	39	2	0	0	0	204
12:00	0	86	32	6	18	8	1	3	25	0	0	0	0	179
13:00	1	83	32	3	16	16	2	3	35	1	0	0	0	192
14:00	2	138	49	5	10	16	1	4	25	1	0	0	0	251
15:00	4	151	58	4	18	15	1	3	15	0	0	1	0	270
16:00	1	165	46	1	9	3	0	2	16	0	0	0	0	243
17:00	1	153	39	4	12	2	0	7	13	0	0	0	0	231
18:00	4	124	30	2	6	5	1	0	4	1	0	0	0	177
19:00	3	89	32	2	4	1	0	2	9	0	0	0	0	142
20:00	1	68	26	1	5	1	0	0	3	0	0	0	0	105
21:00	0	55	13	1	3	1	0	0	4	0	0	0	0	77
22:00	1	67	15	0	2	0	0	0	2	0	0	0	0	87
23:00	1	31	10	0	1	0	0	0	3	0	0	0	0	46
Total:	40	2,852.00	911.00	59.00	270.00	158.00	22.00	53.00	359.00	7.00	0.00	1.00	2.00	4,734
Percentage:	0.84%	60.25%	19.24%	1.25%	5.70%	3.34%	0.46%	1.12%	7.58%	0.15%	0.00%	0.02%	0.04%	

Total Class 1-3 : 3,803 **Percent Class 1-3:** 80.33% **Total Class 4:** 59 **Percent Class 4:** 1.25% **Total Class 5-13:** 872 **Percent Class 5-13:** 18.42%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030109 **County :** Baltimore

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6) **Compiled By :** General User

Date : 04/18/2008 to 04/24/2008

4/24/2008 **Direction: Westbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	9	1	0	0	0	0	0	2	0	0	0	0	12
1:00	0	4	2	0	1	1	0	0	2	0	0	0	0	10
2:00	0	9	7	0	1	0	0	0	3	0	0	0	0	20
3:00	0	23	8	1	1	2	0	0	15	0	0	0	0	50
4:00	2	59	24	2	7	5	0	0	12	0	0	0	1	112
5:00	3	149	87	1	30	6	0	5	17	0	0	0	0	298
6:00	8	347	123	4	41	9	0	2	10	1	0	0	0	545
7:00	6	432	85	0	29	3	0	4	18	0	0	0	0	577
8:00	1	268	68	6	21	13	1	3	19	1	0	0	2	403
9:00	0	120	43	5	25	8	0	6	26	0	0	0	1	234
10:00	0	74	33	3	16	10	0	2	25	0	0	0	0	163
11:00	4	78	44	5	12	8	1	2	37	0	0	0	0	191
12:00	0	29	12	0	4	1	0	1	3	0	0	0	0	50
13:00	1	34	13	2	7	0	1	0	3	0	0	0	0	61
14:00	0	34	10	0	4	0	0	0	6	0	0	0	0	54
15:00	0	36	11	1	4	2	0	1	1	0	0	0	0	56
16:00	2	44	13	2	1	0	0	1	0	0	0	0	0	63
17:00	0	34	12	0	0	0	0	0	1	1	0	0	0	48
18:00	2	35	15	0	3	0	0	0	0	0	0	0	0	55
19:00	0	33	13	0	1	0	0	0	0	0	0	0	0	47
20:00	1	18	3	0	2	0	0	0	0	0	0	0	0	24
21:00	0	18	8	0	1	0	0	0	1	0	0	0	0	28
22:00	2	9	1	0	0	0	0	0	0	0	0	0	0	12
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Total:	32	1905	636	32	211	68	3	27	201	3	0	0	4	3,122
Percentage:	1.02%	61.02%	20.37%	1.02%	6.76%	2.18%	0.10%	0.86%	6.44%	0.10%	0.00%	0.00%	0.13%	

Total Class 1-3 : 2,573 **Percent Class 1-3:** 82.42% **Total Class 4:** 32 **Percent Class 4:** 1.02% **Total Class 5-13:** 517 **Percent Class 5-13:** 16.56%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030109 **County :** Baltimore

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6) **Compiled By :** General User

Date : 04/18/2008 to 04/24/2008

4/24/2008 **Direction: Westbound**

					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	0	9	1	0	0	0	0	0	2	0	0	0	0	12
1:00	0	4	2	0	1	1	0	0	2	0	0	0	0	10
2:00	0	9	7	0	1	0	0	0	3	0	0	0	0	20
3:00	0	23	8	1	1	2	0	0	15	0	0	0	0	50
4:00	2	59	24	2	7	5	0	0	12	0	0	0	1	112
5:00	3	149	87	1	30	6	0	5	17	0	0	0	0	298
6:00	8	347	123	4	41	9	0	2	10	1	0	0	0	545
7:00	6	432	85	0	29	3	0	4	18	0	0	0	0	577
8:00	1	268	68	6	21	13	1	3	19	1	0	0	2	403
9:00	0	120	43	5	25	8	0	6	26	0	0	0	1	234
10:00	0	74	33	3	16	10	0	2	25	0	0	0	0	163
11:00	4	78	44	5	12	8	1	2	37	0	0	0	0	191
12:00	0	29	12	0	4	1	0	1	3	0	0	0	0	50
13:00	1	34	13	2	7	0	1	0	3	0	0	0	0	61
14:00	0	34	10	0	4	0	0	0	6	0	0	0	0	54
15:00	0	36	11	1	4	2	0	1	1	0	0	0	0	56
16:00	2	44	13	2	1	0	0	1	0	0	0	0	0	63
17:00	0	34	12	0	0	0	0	0	1	1	0	0	0	48
18:00	2	35	15	0	3	0	0	0	0	0	0	0	0	55
19:00	0	33	13	0	1	0	0	0	0	0	0	0	0	47
20:00	1	18	3	0	2	0	0	0	0	0	0	0	0	24
21:00	0	18	8	0	1	0	0	0	1	0	0	0	0	28
22:00	2	9	1	0	0	0	0	0	0	0	0	0	0	12
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Total:	32	1,905.00	636.00	32.00	211.00	68.00	3.00	27.00	201.00	3.00	0.00	0.00	4.00	3,122
Percentage:	1.02%	61.02%	20.37%	1.02%	6.76%	2.18%	0.10%	0.86%	6.44%	0.10%	0.00%	0.00%	0.13%	

Total Class 1-3 : 2,573 **Percent Class 1-3:** 82.42% **Total Class 4:** 32 **Percent Class 4:** 1.02% **Total Class 5-13:** 517 **Percent Class 5-13:** 16.56%

Maryland Department of Transportation
State Highway Administration
Highway Information Services Division

Classified Count Detail Report

Station ID : S2009030109 **County :** Baltimore

Location : EXIT 43 RAMP 9 FR MD 695 WB TO MD 695 WB (WEST OF RAMP 6) **Compiled By :** General User

Date : 04/18/2008 to 04/24/2008

4/24/2008 ***** Summary of Total Report *****

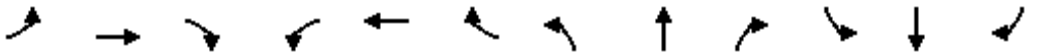
					Single-Unit Trucks			Single-Trailer Trucks		Multi-Trailer Trucks				
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
Beginning Hour	Motorcycles	Passenger Cars	Light Trucks	Buses	2 Axle 6 Tire	3 Axle	>=4 Axle	<=4 Axle	5 Axle	>=6 Axle	<=5 Axle	6 Axle	>=7 Axle	Total
0:00	2	97	19	1	2	2	0	1	7	1	0	0	0	132
1:00	2	60	14	0	3	2	0	3	13	0	0	0	0	97
2:00	0	77	32	2	8	4	0	3	20	0	0	0	0	146
3:00	2	119	45	4	7	13	0	12	46	1	0	0	0	249
4:00	5	324	126	3	40	19	0	16	60	0	0	0	1	594
5:00	10	858	459	8	137	20	2	19	81	0	0	0	1	1595
6:00	28	1878	672	23	169	35	2	31	54	4	0	0	2	2898
7:00	20	2221	518	17	146	24	2	33	70	4	1	0	2	3058
8:00	18	1534	385	25	131	51	14	22	118	3	0	0	3	2304
9:00	5	768	265	24	132	51	10	30	140	2	0	0	1	1428
10:00	3	639	256	24	98	54	7	18	149	3	1	0	3	1255
11:00	15	687	245	22	70	62	5	8	153	5	0	1	2	1275
12:00	14	615	212	19	73	37	3	11	110	0	0	0	0	1094
13:00	10	632	214	14	79	28	6	19	109	4	0	0	0	1115
14:00	10	866	255	13	82	42	3	21	103	1	0	0	3	1399
15:00	15	919	287	16	67	33	2	13	81	1	0	1	0	1435
16:00	7	900	251	7	55	10	5	13	67	1	0	0	0	1316
17:00	14	910	208	6	48	11	0	19	47	3	0	0	1	1267
18:00	11	686	169	6	39	11	1	5	25	2	0	0	0	955
19:00	15	565	140	10	25	2	0	7	32	0	0	0	1	797
20:00	5	401	103	2	14	2	0	1	25	0	0	0	0	553
21:00	3	361	99	1	23	3	0	3	17	0	0	0	0	510
22:00	6	355	49	4	19	0	0	0	7	0	0	0	0	440
23:00	6	214	40	0	6	2	0	0	6	0	0	0	0	274
Total:	226	16686	5063	251	1473	518	62	308	1540	35	2	2	20	26,186
Percentage:	0.86%	63.72%	19.33%	0.96%	0.00%	1.98%	0.24%	1.18%	5.88%	0.13%	0.01%	0.01%	0.08%	

Total Class 1-3 : 21975 **Percent Class 1-3:** 83.92% **Total Class 4:** 251.00 **Percent Class 4:** 0.96% **Total Class 5-13:** 3960 **Percent Class 5-13:** 15.12%

APPENDIX

B

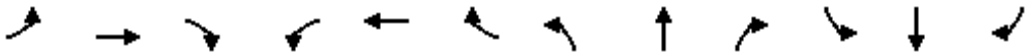
Synchro Outputs



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	263	142	124	348	42	91	31	44	63	98	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	1.4	4.0	4.0	1.4	4.0		4.0	4.0	4.0	3.9	3.9	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1367	3374	1242	1289	3343		1264	2727	1003	1752	1743	1495
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1367	3374	1242	1289	3343		1264	2727	1003	1752	1743	1495
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	286	154	135	378	46	99	34	48	68	107	51
RTOR Reduction (vph)	0	0	79	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	27	286	75	135	424	0	49	84	48	68	107	51
Heavy Vehicles (%)	32%	7%	30%	40%	7%	0%	30%	13%	61%	3%	9%	8%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2						4			3
Actuated Green, G (s)	4.2	56.0	56.0	17.1	68.9		10.0	10.0	10.0	12.7	12.7	12.7
Effective Green, g (s)	6.8	58.6	58.6	19.7	71.5		12.6	12.6	12.6	15.8	15.8	12.7
Actuated g/C Ratio	0.06	0.49	0.49	0.16	0.60		0.10	0.10	0.10	0.13	0.13	0.11
Clearance Time (s)	4.0	6.6	6.6	4.0	6.6		6.6	6.6	6.6	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	77	1647	606	211	1991		132	286	105	230	229	158
v/s Ratio Prot	0.02	0.08		c0.10	c0.13		0.04	0.03		0.04	c0.06	
v/s Ratio Perm			0.06						c0.05			0.03
v/c Ratio	0.35	0.17	0.12	0.64	0.21		0.37	0.29	0.46	0.30	0.47	0.32
Uniform Delay, d1	54.5	17.2	16.7	46.8	11.2		50.0	49.6	50.5	47.1	48.2	49.7
Progression Factor	1.00	1.00	1.00	1.62	0.24		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.8	0.2	0.4	6.0	0.2		1.8	0.6	3.1	0.7	1.5	1.2
Delay (s)	57.2	17.4	17.1	81.7	2.9		51.8	50.2	53.6	47.8	49.7	50.9
Level of Service	E	B	B	F	A		D	D	D	D	D	D
Approach Delay (s)		19.6			21.9			51.5			49.4	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	29.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		

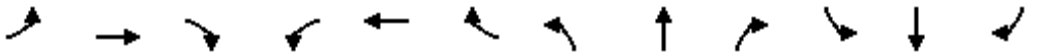
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	283	29	32	474	106	45	73	52	125	100	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.99			0.98		1.00	1.00	0.85	1.00	0.95	
Flt Protected		1.00			1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1764			1786		1308	1881	1583	1752	1778	
Flt Permitted		0.93			0.97		0.65	1.00	1.00	0.71	1.00	
Satd. Flow (perm)		1652			1737		897	1881	1583	1302	1778	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	308	32	35	515	115	49	79	57	136	109	58
RTOR Reduction (vph)	0	5	0	0	11	0	0	0	46	0	35	0
Lane Group Flow (vph)	0	365	0	0	654	0	49	79	11	136	132	0
Heavy Vehicles (%)	0%	3%	41%	0%	4%	3%	38%	1%	2%	3%	2%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)		38.9			38.9		11.1	11.1	11.1	11.1	11.1	
Effective Green, g (s)		38.9			38.9		11.1	11.1	11.1	11.1	11.1	
Actuated g/C Ratio		0.65			0.65		0.18	0.18	0.18	0.18	0.18	
Clearance Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)		6.0			6.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		1071			1126		165	347	292	240	328	
v/s Ratio Prot								0.04			0.07	
v/s Ratio Perm		0.22			c0.38		0.05		0.01	c0.10		
v/c Ratio		0.34			0.58		0.30	0.23	0.04	0.57	0.40	
Uniform Delay, d1		4.8			6.0		21.1	20.8	20.1	22.3	21.5	
Progression Factor		1.00			0.81		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.9			1.9		1.0	0.3	0.1	3.1	0.8	
Delay (s)		5.6			6.7		22.1	21.1	20.1	25.3	22.3	
Level of Service		A			A		C	C	C	C	C	
Approach Delay (s)		5.6			6.7			21.1			23.7	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		

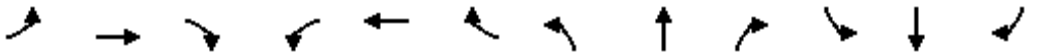
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	257	193	39	182	416	282	39	535	128	172	464	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.97		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	3384		3367	3261		1736	3471	1553	3367	3471	1553
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	3384		3367	3261		1736	3471	1553	3367	3471	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	279	210	42	198	452	307	42	582	139	187	504	258
RTOR Reduction (vph)	0	13	0	0	106	0	0	0	89	0	0	157
Lane Group Flow (vph)	279	239	0	198	653	0	42	582	50	187	504	101
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	14.0	32.2		15.0	33.2		8.1	42.6	42.6	12.2	46.7	46.7
Effective Green, g (s)	14.5	32.7		15.5	33.7		8.6	43.1	43.1	12.7	47.2	47.2
Actuated g/C Ratio	0.12	0.27		0.13	0.28		0.07	0.36	0.36	0.11	0.39	0.39
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	406	922		434	915		124	1246	557	356	1365	610
v/s Ratio Prot	c0.08	0.07		0.06	c0.20		0.02	c0.17		c0.06	0.15	
v/s Ratio Perm									0.03			0.07
v/c Ratio	0.69	0.26		0.46	0.71		0.34	0.47	0.09	0.53	0.37	0.17
Uniform Delay, d1	50.6	34.2		48.4	38.8		53.0	29.6	25.5	50.8	25.8	23.6
Progression Factor	0.97	0.99		1.00	1.00		1.24	0.70	0.26	1.00	1.00	1.00
Incremental Delay, d2	3.7	0.3		0.3	3.3		0.6	1.2	0.3	0.6	0.8	0.6
Delay (s)	52.8	34.1		48.6	42.1		66.1	22.0	6.9	51.4	26.6	24.2
Level of Service	D	C		D	D		E	C	A	D	C	C
Approach Delay (s)		43.9			43.5			21.7			30.8	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	34.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		

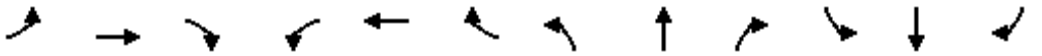
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	57	79	15	97	122	102	9	593	75	76	446	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3061		1770	3048		1805	3574	1538	1671	3539	1599
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3061		1770	3048		1805	3574	1538	1671	3539	1599
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	86	16	105	133	111	10	645	82	83	485	162
RTOR Reduction (vph)	0	12	0	0	93	0	0	0	37	0	0	62
Lane Group Flow (vph)	62	90	0	105	151	0	10	645	45	83	485	100
Heavy Vehicles (%)	2%	18%	0%	2%	14%	6%	0%	1%	5%	8%	2%	1%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.6	12.1		13.4	18.4		1.7	64.1	64.1	9.9	72.3	72.3
Effective Green, g (s)	8.1	13.1		14.4	19.4		2.7	65.6	65.6	10.9	73.8	73.8
Actuated g/C Ratio	0.07	0.11		0.12	0.16		0.02	0.55	0.55	0.09	0.61	0.61
Clearance Time (s)	4.5	5.0		5.0	5.0		5.0	5.5	5.5	5.0	5.5	5.5
Vehicle Extension (s)	2.0	5.0		4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Grp Cap (vph)	119	334		212	492		40	1953	840	151	2176	983
v/s Ratio Prot	0.04	0.03		c0.06	c0.05		0.01	c0.18		c0.05	0.14	
v/s Ratio Perm									0.03			0.06
v/c Ratio	0.52	0.27		0.50	0.31		0.25	0.33	0.05	0.55	0.22	0.10
Uniform Delay, d1	54.1	49.1		49.4	44.4		57.7	15.0	12.7	52.2	10.3	9.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.48	0.21	0.00
Incremental Delay, d2	1.9	0.9		2.5	0.5		4.4	0.5	0.1	4.9	0.2	0.2
Delay (s)	56.0	50.0		51.9	44.9		62.1	15.5	12.8	82.0	2.4	0.2
Level of Service	E	D		D	D		E	B	B	F	A	A
Approach Delay (s)		52.2			47.0			15.8			10.9	
Approach LOS		D			D			B			B	

Intersection Summary			
HCM 2000 Control Delay	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

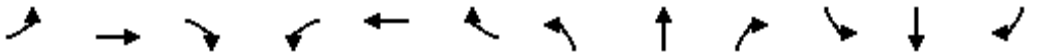
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	42	500	104	47	302	71	124	79	108	72	39	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	1.4	4.0	4.0	1.4	4.0		4.0	4.0	4.0	3.9	3.9	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1687	3438	1223	1262	3252		1273	2959	1091	1752	1759	1495
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1687	3438	1223	1262	3252		1273	2959	1091	1752	1759	1495
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	543	113	51	328	77	135	86	117	78	42	41
RTOR Reduction (vph)	0	0	51	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	46	543	62	51	405	0	73	148	117	78	42	41
Heavy Vehicles (%)	7%	5%	32%	43%	9%	3%	29%	4%	48%	3%	8%	8%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2						4			3
Actuated Green, G (s)	4.6	63.5	63.5	5.0	63.9		17.9	17.9	17.9	9.4	9.4	9.4
Effective Green, g (s)	7.2	66.1	66.1	7.6	66.5		20.5	20.5	20.5	12.5	12.5	9.4
Actuated g/C Ratio	0.06	0.55	0.55	0.06	0.55		0.17	0.17	0.17	0.10	0.10	0.08
Clearance Time (s)	4.0	6.6	6.6	4.0	6.6		6.6	6.6	6.6	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	101	1893	673	79	1802		217	505	186	182	183	117
v/s Ratio Prot	0.03	c0.16		c0.04	0.12		0.06	0.05		c0.04	0.02	
v/s Ratio Perm			0.05						c0.11			0.03
v/c Ratio	0.46	0.29	0.09	0.65	0.22		0.34	0.29	0.63	0.43	0.23	0.35
Uniform Delay, d1	54.5	14.4	12.8	54.9	13.6		43.8	43.4	46.2	50.4	49.3	52.4
Progression Factor	1.00	1.00	1.00	0.84	1.68		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.2	0.4	0.3	16.4	0.3		0.9	0.3	6.5	1.6	0.6	1.8
Delay (s)	57.7	14.8	13.0	62.3	23.1		44.7	43.7	52.7	52.0	50.0	54.2
Level of Service	E	B	B	E	C		D	D	D	D	D	D
Approach Delay (s)		17.3			27.5			47.1			52.0	
Approach LOS		B			C			D			D	

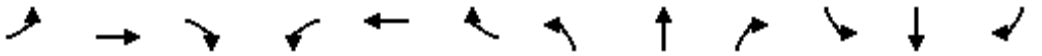
Intersection Summary			
HCM 2000 Control Delay	29.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	37.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	31	580	60	62	453	107	46	99	98	135	169	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.99			0.98		1.00	1.00	0.85	1.00	0.96	
Flt Protected		1.00			1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1779			1789		1480	1900	1568	1787	1824	
Flt Permitted		0.95			0.88		0.51	1.00	1.00	0.69	1.00	
Satd. Flow (perm)		1702			1590		794	1900	1568	1293	1824	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	34	630	65	67	492	116	50	108	107	147	184	67
RTOR Reduction (vph)	0	5	0	0	11	0	0	0	76	0	19	0
Lane Group Flow (vph)	0	724	0	0	664	0	50	108	31	147	232	0
Heavy Vehicles (%)	0%	2%	40%	3%	4%	0%	22%	0%	3%	1%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)		40.0			40.0		20.0	20.0	20.0	20.0	20.0	
Effective Green, g (s)		40.0			40.0		20.0	20.0	20.0	20.0	20.0	
Actuated g/C Ratio		0.57			0.57		0.29	0.29	0.29	0.29	0.29	
Clearance Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lane Grp Cap (vph)		972			908		226	542	448	369	521	
v/s Ratio Prot								0.06			c0.13	
v/s Ratio Perm		c0.43			0.42		0.06		0.02	0.11		
v/c Ratio		0.74			0.73		0.22	0.20	0.07	0.40	0.45	
Uniform Delay, d1		11.2			11.0		19.1	18.9	18.2	20.2	20.5	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		5.2			5.2		2.2	0.8	0.3	3.2	2.8	
Delay (s)		16.4			16.2		21.3	19.8	18.5	23.3	23.2	
Level of Service		B			B		C	B	B	C	C	
Approach Delay (s)		16.4			16.2			19.5			23.3	
Approach LOS		B			B			B			C	

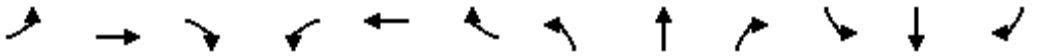
Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	528	432	42	302	341	290	33	756	165	369	708	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.99		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	3425		3367	3232		1736	3471	1553	3367	3471	1553
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	3425		3367	3232		1736	3471	1553	3367	3471	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	574	470	46	328	371	315	36	822	179	401	770	326
RTOR Reduction (vph)	0	6	0	0	140	0	0	0	122	0	0	187
Lane Group Flow (vph)	574	510	0	328	546	0	36	822	57	401	770	139
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	15.5	28.3		16.9	29.7		6.0	37.8	37.8	19.0	50.8	50.8
Effective Green, g (s)	16.0	28.8		17.4	30.2		6.5	38.3	38.3	19.5	51.3	51.3
Actuated g/C Ratio	0.13	0.24		0.14	0.25		0.05	0.32	0.32	0.16	0.43	0.43
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	448	822		488	813		94	1107	495	547	1483	663
v/s Ratio Prot	c0.17	0.15		0.10	c0.17		0.02	c0.24		c0.12	0.22	
v/s Ratio Perm									0.04			0.09
v/c Ratio	1.28	0.62		0.67	0.67		0.38	0.74	0.12	0.73	0.52	0.21
Uniform Delay, d1	52.0	40.7		48.6	40.4		54.8	36.5	28.9	47.8	25.3	21.6
Progression Factor	1.00	1.00		1.00	1.00		1.02	0.72	0.44	1.00	1.00	1.00
Incremental Delay, d2	142.8	2.1		2.9	2.9		0.8	4.0	0.4	4.4	1.3	0.7
Delay (s)	194.8	42.8		51.5	43.3		56.7	30.4	13.0	52.1	26.6	22.3
Level of Service	F	D		D	D		E	C	B	D	C	C
Approach Delay (s)		122.8			45.9			28.3			32.5	
Approach LOS		F			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	55.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	188	126	22	120	119	169	12	685	127	122	718	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	3086		1787	3126		1805	3539	1568	1787	3574	1599
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1787	3086		1787	3126		1805	3539	1568	1787	3574	1599
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	204	137	24	130	129	184	13	745	138	133	780	134
RTOR Reduction (vph)	0	11	0	0	164	0	0	0	69	0	0	57
Lane Group Flow (vph)	204	150	0	130	149	0	13	745	69	133	780	77
Heavy Vehicles (%)	1%	16%	5%	1%	10%	2%	0%	2%	3%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	17.4	13.8		14.9	11.8		3.4	58.5	58.5	12.3	67.4	67.4
Effective Green, g (s)	17.9	14.8		15.9	12.8		4.4	60.0	60.0	13.3	68.9	68.9
Actuated g/C Ratio	0.15	0.12		0.13	0.11		0.04	0.50	0.50	0.11	0.57	0.57
Clearance Time (s)	4.5	5.0		5.0	5.0		5.0	5.5	5.5	5.0	5.5	5.5
Vehicle Extension (s)	2.0	5.0		4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Grp Cap (vph)	266	380		236	333		66	1769	784	198	2052	918
v/s Ratio Prot	c0.11	c0.05		0.07	0.05		0.01	c0.21		c0.07	0.22	
v/s Ratio Perm									0.04			0.05
v/c Ratio	0.77	0.39		0.55	0.45		0.20	0.42	0.09	0.67	0.38	0.08
Uniform Delay, d1	49.0	48.5		48.7	50.3		56.1	19.0	15.7	51.3	13.9	11.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.34	0.25	0.07
Incremental Delay, d2	11.3	1.4		3.4	1.3		2.0	0.7	0.2	8.4	0.5	0.2
Delay (s)	60.3	49.9		52.1	51.6		58.1	19.7	15.9	77.2	4.0	1.0
Level of Service	E	D		D	D		E	B	B	E	A	A
Approach Delay (s)		55.7			51.7			19.7			12.9	
Approach LOS		E			D			B			B	

Intersection Summary			
HCM 2000 Control Delay	27.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX

C

LOS Thresholds

LEVEL OF SERVICE THRESHOLD VOLUMES FOR VARIOUS ROADWAY TYPES

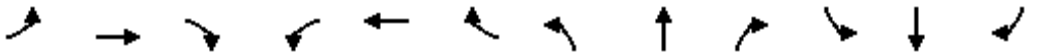
TOTAL HOURLY VOLUMES IN BOTH DIRECTIONS

Roadway Type	Code	LOS A	LOS B	LOS C	LOS D	LOS E
10-Lane Freeway	10F	6,390	9,900	13,860	16,020	18,180
8-Lane Freeway	8F	5,040	7,920	11,160	13,590	14,580
6-Lane Freeway	6F	3,870	5,940	8,460	10,170	10,980
8-Lane Expressway	8E	3,500	5,400	7,500	9,000	9,800
6-Lane Expressway	6E	2,800	4,200	5,600	6,700	7,400
4-Lane Freeway	4F	2,610	3,960	5,670	6,930	7,380
8-Lane Divided Arterial (w/ left turn lane)	9	4,000	4,700	5,400	6,100	6,800
6-Lane Divided Arterial (w/ left turn lane)	7	3,200	3,800	4,300	4,900	5,400
4-Lane Expressway	4E	1,800	2,700	3,600	4,500	5,000
4-Lane Divided Arterial (w/ left turn lane)	5	2,200	2,500	2,900	3,250	3,600
4-Lane Undivided Arterial (no left turn lane)	4	1,600	1,900	2,200	2,400	2,700
2-Lane Rural Highway	2R	400	800	1,200	1,700	2,500
2-Lane Arterial (w/ left turn lane)	3	1,100	1,250	1,450	1,600	1,800
2-Lane Collector	2	600	750	900	1,050	1,200
2-Lane Local	1	120	140	160	180	200
1-Lane Freeway Diamond Ramp	1D	1,100	1,280	1,470	1,650	1,830
2-Lane Freeway Diamond Ramp	2D	2,200	2,650	2,940	3,300	3,660
1-Lane Freeway Loop Ramp	1L	900	1,050	1,200	1,350	1,500
2-Lane Freeway Loop Ramp	2L	1,600	1,870	2,130	2,400	2,670

APPENDIX

B

2025 Background Condition Synchro Outputs



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	301	162	142	398	48	104	35	50	72	112	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	1.4	4.0	4.0	1.4	4.0		4.0	4.0	4.0	3.9	3.9	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1612	3223	1442	1612	3171		1441	2945	1417	1583	1667	1417
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1612	3223	1442	1612	3171		1441	2945	1417	1583	1667	1417
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	327	176	154	433	52	113	38	54	78	122	59
RTOR Reduction (vph)	0	0	92	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	32	327	84	154	485	0	56	95	54	78	122	59
Heavy Vehicles (%)	12%	12%	12%	12%	12%	12%	14%	14%	14%	14%	14%	14%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2						4			3
Actuated Green, G (s)	5.5	54.7	54.7	16.7	65.9		10.3	10.3	10.3	14.1	14.1	14.1
Effective Green, g (s)	8.1	57.3	57.3	19.3	68.5		12.9	12.9	12.9	17.2	17.2	14.1
Actuated g/C Ratio	0.07	0.48	0.48	0.16	0.57		0.11	0.11	0.11	0.14	0.14	0.12
Clearance Time (s)	4.0	6.6	6.6	4.0	6.6		6.6	6.6	6.6	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	108	1538	688	259	1810		154	316	152	226	238	166
v/s Ratio Prot	0.02	0.10		c0.10	c0.15		c0.04	0.03		0.05	c0.07	
v/s Ratio Perm			0.06						0.04			0.04
v/c Ratio	0.30	0.21	0.12	0.59	0.27		0.36	0.30	0.36	0.35	0.51	0.36
Uniform Delay, d1	53.2	18.2	17.4	46.7	13.0		49.7	49.4	49.7	46.3	47.5	48.8
Progression Factor	1.00	1.00	1.00	1.56	0.37		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	0.3	0.4	3.4	0.3		1.5	0.5	1.4	0.9	1.9	1.3
Delay (s)	54.8	18.5	17.8	76.4	5.1		51.2	49.9	51.1	47.2	49.4	50.1
Level of Service	D	B	B	E	A		D	D	D	D	D	D
Approach Delay (s)		20.5			22.3			50.6			48.9	
Approach LOS		C			C			D			D	

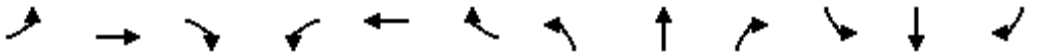
Intersection Summary			
HCM 2000 Control Delay	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	36.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	324	33	37	542	121	73	118	84	202	162	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.99			0.98		1.00	1.00	0.85	1.00	0.95	
Flt Protected		1.00			1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1670			1652		1172	1234	1049	1172	1170	
Flt Permitted		0.91			0.96		0.53	1.00	1.00	0.67	1.00	
Satd. Flow (perm)		1531			1596		655	1234	1049	833	1170	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	352	36	40	589	132	79	128	91	220	176	93
RTOR Reduction (vph)	0	5	0	0	11	0	0	0	61	0	36	0
Lane Group Flow (vph)	0	418	0	0	750	0	79	128	30	220	233	0
Heavy Vehicles (%)	12%	12%	12%	12%	12%	12%	54%	54%	54%	54%	54%	54%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)		30.3			30.3		19.7	19.7	19.7	19.7	19.7	
Effective Green, g (s)		30.3			30.3		19.7	19.7	19.7	19.7	19.7	
Actuated g/C Ratio		0.51			0.51		0.33	0.33	0.33	0.33	0.33	
Clearance Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)		6.0			6.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		773			805		215	405	344	273	384	
v/s Ratio Prot								0.10			0.20	
v/s Ratio Perm		0.27			c0.47		0.12		0.03	c0.26		
v/c Ratio		0.54			0.93		0.37	0.32	0.09	0.81	0.61	
Uniform Delay, d1		10.1			13.9		15.4	15.1	13.9	18.4	16.9	
Progression Factor		1.00			1.01		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		2.7			15.9		1.1	0.5	0.1	15.8	2.7	
Delay (s)		12.8			29.9		16.5	15.6	14.0	34.2	19.6	
Level of Service		B			C		B	B	B	C	B	
Approach Delay (s)		12.8			29.9			15.3			26.2	
Approach LOS		B			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	75.5%	ICU Level of Service	D
Analysis Period (min)	15		

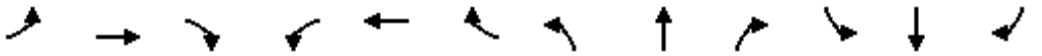
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	294	221	45	208	476	322	41	560	134	180	485	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.97		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3127	3141		3127	3028		1736	3471	1553	3367	3471	1553
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3127	3141		3127	3028		1736	3471	1553	3367	3471	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	320	240	49	226	517	350	45	609	146	196	527	270
RTOR Reduction (vph)	0	15	0	0	102	0	0	0	102	0	0	180
Lane Group Flow (vph)	320	274	0	226	765	0	45	609	44	196	527	90
Heavy Vehicles (%)	12%	12%	12%	12%	12%	12%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	16.2	39.6		15.0	38.4		8.0	35.4	35.4	12.0	39.4	39.4
Effective Green, g (s)	16.7	40.1		15.5	38.9		8.5	35.9	35.9	12.5	39.9	39.9
Actuated g/C Ratio	0.14	0.33		0.13	0.32		0.07	0.30	0.30	0.10	0.33	0.33
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	435	1049		403	981		122	1038	464	350	1154	516
v/s Ratio Prot	c0.10	0.09		0.07	c0.25		0.03	c0.18		c0.06	c0.15	
v/s Ratio Perm									0.03			0.06
v/c Ratio	0.74	0.26		0.56	0.78		0.37	0.59	0.09	0.56	0.46	0.17
Uniform Delay, d1	49.5	29.1		49.1	36.7		53.2	35.7	30.3	51.1	31.5	28.4
Progression Factor	0.98	1.02		1.00	1.00		1.29	0.77	0.87	1.00	1.00	1.00
Incremental Delay, d2	4.7	0.2		1.1	4.7		0.6	2.2	0.4	1.2	1.3	0.7
Delay (s)	53.4	29.8		50.1	41.3		69.2	29.8	26.9	52.4	32.8	29.1
Level of Service	D	C		D	D		E	C	C	D	C	C
Approach Delay (s)		42.2			43.1			31.5			35.7	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	38.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

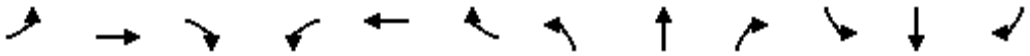
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	128	24	157	198	165	9	620	78	79	466	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1337	2611		1337	2492		1736	3471	1553	1736	3471	1553
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1337	2611		1337	2492		1736	3471	1553	1736	3471	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	100	139	26	171	215	179	10	674	85	86	507	170
RTOR Reduction (vph)	0	13	0	0	130	0	0	0	45	0	0	79
Lane Group Flow (vph)	100	152	0	171	264	0	10	674	40	86	507	91
Heavy Vehicles (%)	35%	35%	35%	35%	35%	35%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	13.3	13.9		21.3	22.4		1.4	54.4	54.4	9.9	62.9	62.9
Effective Green, g (s)	13.8	14.9		22.3	23.4		2.4	55.9	55.9	10.9	64.4	64.4
Actuated g/C Ratio	0.12	0.12		0.19	0.19		0.02	0.47	0.47	0.09	0.54	0.54
Clearance Time (s)	4.5	5.0		5.0	5.0		5.0	5.5	5.5	5.0	5.5	5.5
Vehicle Extension (s)	2.0	5.0		4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Grp Cap (vph)	153	324		248	485		34	1616	723	157	1862	833
v/s Ratio Prot	0.07	0.06		c0.13	c0.11		0.01	c0.19		c0.05	0.15	
v/s Ratio Perm									0.03			0.06
v/c Ratio	0.65	0.47		0.69	0.55		0.29	0.42	0.05	0.55	0.27	0.11
Uniform Delay, d1	50.8	48.9		45.6	43.5		58.0	21.2	17.6	52.2	15.1	13.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.47	0.94	1.21
Incremental Delay, d2	7.4	2.2		8.4	1.6		6.5	0.8	0.1	4.4	0.3	0.2
Delay (s)	58.2	51.1		54.0	45.1		64.5	22.0	17.7	81.0	14.5	16.8
Level of Service	E	D		D	D		E	C	B	F	B	B
Approach Delay (s)		53.8			47.8			22.1			22.5	
Approach LOS		D			D			C			C	

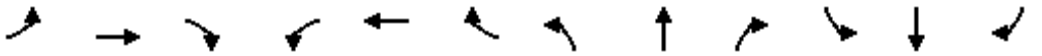
Intersection Summary			
HCM 2000 Control Delay	31.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	35	0	2	43	14	3	223	2	8	228	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		1.00			0.97		1.00	1.00		1.00	0.99	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1847			1801		1770	1462		1770	1465	
Flt Permitted		0.95			0.99		0.60	1.00		0.61	1.00	
Satd. Flow (perm)		1777			1781		1117	1462		1129	1465	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	8	38	0	2	47	15	3	242	2	9	248	10
RTOR Reduction (vph)	0	0	0	0	14	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	46	0	0	50	0	3	244	0	9	257	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	30%	2%	2%	30%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		4.9			4.9		43.0	41.9		43.2	42.0	
Effective Green, g (s)		4.9			4.9		43.0	41.9		43.2	42.0	
Actuated g/C Ratio		0.08			0.08		0.72	0.70		0.72	0.70	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		145			145		812	1020		825	1025	
v/s Ratio Prot							0.00	0.17		c0.00	c0.18	
v/s Ratio Perm		0.03			c0.03		0.00			0.01		
v/c Ratio		0.32			0.35		0.00	0.24		0.01	0.25	
Uniform Delay, d1		26.0			26.0		2.4	3.3		2.4	3.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.3			1.4		0.0	0.6		0.0	0.6	
Delay (s)		27.2			27.5		2.4	3.8		2.4	3.9	
Level of Service		C			C		A	A		A	A	
Approach Delay (s)		27.2			27.5			3.8			3.8	
Approach LOS		C			C			A			A	

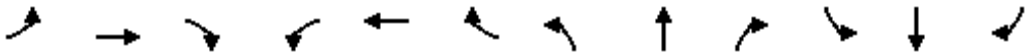
Intersection Summary			
HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	572	119	54	345	81	142	90	123	82	45	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	1.4	4.0	4.0	1.4	4.0		4.0	4.0	4.0	3.9	3.9	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1612	3223	1442	1612	3131		1441	2971	1417	1583	1667	1417
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1612	3223	1442	1612	3131		1441	2971	1417	1583	1667	1417
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	622	129	59	375	88	154	98	134	89	49	47
RTOR Reduction (vph)	0	0	63	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	52	622	66	59	463	0	83	169	134	89	49	47
Heavy Vehicles (%)	12%	12%	12%	12%	12%	12%	14%	14%	14%	14%	14%	14%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2						4			3
Actuated Green, G (s)	7.7	59.2	59.2	8.2	59.7		16.6	16.6	16.6	11.8	11.8	11.8
Effective Green, g (s)	10.3	61.8	61.8	10.8	62.3		19.2	19.2	19.2	14.9	14.9	11.8
Actuated g/C Ratio	0.09	0.51	0.51	0.09	0.52		0.16	0.16	0.16	0.12	0.12	0.10
Clearance Time (s)	4.0	6.6	6.6	4.0	6.6		6.6	6.6	6.6	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	138	1659	742	145	1625		230	475	226	196	206	139
v/s Ratio Prot	0.03	c0.19		c0.04	0.15		0.06	0.06		c0.06	0.03	
v/s Ratio Perm			0.05						c0.09			0.03
v/c Ratio	0.38	0.37	0.09	0.41	0.28		0.36	0.36	0.59	0.45	0.24	0.34
Uniform Delay, d1	51.8	17.5	14.8	51.6	16.3		44.9	44.9	46.8	48.8	47.4	50.5
Progression Factor	1.00	1.00	1.00	0.84	1.64		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.7	0.6	0.2	1.8	0.4		1.0	0.5	4.1	1.7	0.6	1.4
Delay (s)	53.5	18.1	15.0	45.2	27.1		45.9	45.4	50.9	50.4	48.0	51.9
Level of Service	D	B	B	D	C		D	D	D	D	D	D
Approach Delay (s)		19.9			29.1			47.4			50.2	
Approach LOS		B			C			D			D	

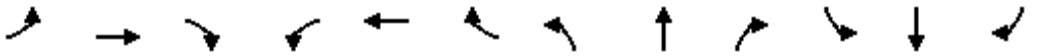
Intersection Summary			
HCM 2000 Control Delay	31.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	40.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	663	69	71	518	122	74	160	159	219	274	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.99			0.98		1.00	1.00	0.85	1.00	0.96	
Flt Protected		1.00			1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1672			1649		1172	1234	1049	1172	1184	
Flt Permitted		0.95			0.85		0.34	1.00	1.00	0.65	1.00	
Satd. Flow (perm)		1588			1412		418	1234	1049	799	1184	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	721	75	77	563	133	80	174	173	238	298	109
RTOR Reduction (vph)	0	5	0	0	11	0	0	0	114	0	19	0
Lane Group Flow (vph)	0	829	0	0	762	0	80	174	59	238	388	0
Heavy Vehicles (%)	12%	12%	12%	12%	12%	12%	54%	54%	54%	54%	54%	54%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)		36.0			36.0		24.0	24.0	24.0	24.0	24.0	
Effective Green, g (s)		36.0			36.0		24.0	24.0	24.0	24.0	24.0	
Actuated g/C Ratio		0.51			0.51		0.34	0.34	0.34	0.34	0.34	
Clearance Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lane Grp Cap (vph)		816			726		143	423	359	273	405	
v/s Ratio Prot								0.14			c0.33	
v/s Ratio Perm		0.52			c0.54		0.19		0.06	0.30		
v/c Ratio		1.02			1.05		0.56	0.41	0.17	0.87	0.96	
Uniform Delay, d1		17.0			17.0		18.7	17.6	16.0	21.6	22.5	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		35.6			47.3		14.9	2.9	1.0	29.6	35.3	
Delay (s)		52.6			64.3		33.6	20.5	17.0	51.2	57.8	
Level of Service		D			E		C	C	B	D	E	
Approach Delay (s)		52.6			64.3			21.6			55.4	
Approach LOS		D			E			C			E	

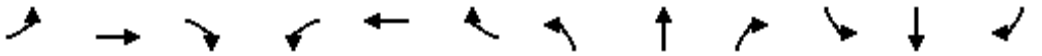
Intersection Summary			
HCM 2000 Control Delay	51.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	98.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	604	494	48	345	390	332	35	791	173	386	741	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.99		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3127	3181		3127	3001		1736	3471	1553	3367	3471	1553
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3127	3181		3127	3001		1736	3471	1553	3367	3471	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	657	537	52	375	424	361	38	860	188	420	805	341
RTOR Reduction (vph)	0	6	0	0	128	0	0	0	135	0	0	217
Lane Group Flow (vph)	657	583	0	375	657	0	38	860	53	420	805	124
Heavy Vehicles (%)	12%	12%	12%	12%	12%	12%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	26.1	34.5		18.5	26.9		6.0	33.3	33.3	15.7	43.0	43.0
Effective Green, g (s)	26.6	35.0		19.0	27.4		6.5	33.8	33.8	16.2	43.5	43.5
Actuated g/C Ratio	0.22	0.29		0.16	0.23		0.05	0.28	0.28	0.13	0.36	0.36
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	693	927		495	685		94	977	437	454	1258	562
v/s Ratio Prot	c0.21	0.18		0.12	c0.22		0.02	c0.25		c0.12	0.23	
v/s Ratio Perm									0.03			0.08
v/c Ratio	0.95	0.63		0.76	0.96		0.40	0.88	0.12	0.93	0.64	0.22
Uniform Delay, d1	46.0	36.9		48.3	45.7		54.9	41.2	32.1	51.3	31.7	26.5
Progression Factor	1.00	1.00		1.00	1.00		1.06	0.89	1.37	1.00	1.00	1.00
Incremental Delay, d2	21.9	1.9		5.8	24.9		0.7	7.7	0.4	24.3	2.5	0.9
Delay (s)	67.9	38.8		54.1	70.6		58.7	44.4	44.2	75.6	34.3	27.4
Level of Service	E	D		D	E		E	D	D	E	C	C
Approach Delay (s)		54.1			65.3			44.9			43.9	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	51.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		

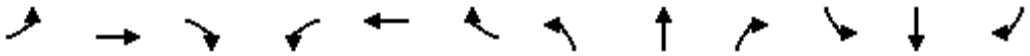
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	304	204	36	194	193	274	13	716	133	128	751	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1337	2614		1337	2439		1736	3471	1553	1736	3471	1553
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1337	2614		1337	2439		1736	3471	1553	1736	3471	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	330	222	39	211	210	298	14	778	145	139	816	140
RTOR Reduction (vph)	0	12	0	0	206	0	0	0	98	0	0	83
Lane Group Flow (vph)	330	249	0	211	302	0	14	778	47	139	816	57
Heavy Vehicles (%)	35%	35%	35%	35%	35%	35%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	32.7	25.4		24.1	17.3		2.8	37.8	37.8	12.2	47.2	47.2
Effective Green, g (s)	33.2	26.4		25.1	18.3		3.8	39.3	39.3	13.2	48.7	48.7
Actuated g/C Ratio	0.28	0.22		0.21	0.15		0.03	0.33	0.33	0.11	0.41	0.41
Clearance Time (s)	4.5	5.0		5.0	5.0		5.0	5.5	5.5	5.0	5.5	5.5
Vehicle Extension (s)	2.0	5.0		4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Grp Cap (vph)	369	575		279	371		54	1136	508	190	1408	630
v/s Ratio Prot	c0.25	0.10		0.16	c0.12		0.01	c0.22		c0.08	0.24	
v/s Ratio Perm									0.03			0.04
v/c Ratio	0.89	0.43		0.76	0.81		0.26	0.68	0.09	0.73	0.58	0.09
Uniform Delay, d1	41.7	40.4		44.6	49.2		56.7	35.0	28.0	51.7	27.7	22.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.46	0.79	1.03
Incremental Delay, d2	22.5	1.1		11.8	13.4		3.5	3.4	0.4	11.4	1.4	0.2
Delay (s)	64.2	41.5		56.3	62.6		60.2	38.3	28.4	86.7	23.1	22.9
Level of Service	E	D		E	E		E	D	C	F	C	C
Approach Delay (s)		54.1			60.8			37.1			31.2	
Approach LOS		D			E			D			C	

Intersection Summary			
HCM 2000 Control Delay	43.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	86	0	2	37	5	2	352	0	24	325	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		1.00			0.99		1.00	1.00		1.00	0.99	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1721			1699		1770	1583		1770	1583	
Flt Permitted		0.98			0.99		0.54	1.00		0.49	1.00	
Satd. Flow (perm)		1690			1679		1003	1583		910	1583	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	93	0	2	40	5	2	383	0	26	353	21
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	100	0	0	43	0	2	383	0	26	372	0
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	2%	20%	2%	2%	20%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		7.7			7.7		38.9	37.8		41.7	39.2	
Effective Green, g (s)		7.7			7.7		38.9	37.8		41.7	39.2	
Actuated g/C Ratio		0.13			0.13		0.65	0.63		0.70	0.65	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		216			215		664	997		668	1034	
v/s Ratio Prot							0.00	c0.24		c0.00	0.23	
v/s Ratio Perm		c0.06			0.03		0.00			0.03		
v/c Ratio		0.46			0.20		0.00	0.38		0.04	0.36	
Uniform Delay, d1		24.2			23.4		3.7	5.4		2.9	4.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.6			0.5		0.0	1.1		0.0	1.0	
Delay (s)		25.8			23.8		3.7	6.5		3.0	5.7	
Level of Service		C			C		A	A		A	A	
Approach Delay (s)		25.8			23.8			6.5			5.5	
Approach LOS		C			C			A			A	

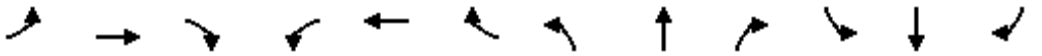
Intersection Summary			
HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX

C

2025 Total Future Route 1 Synchro Outputs



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	301	162	197	398	48	104	35	105	72	112	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	1.4	4.0	4.0	1.4	4.0		4.0	4.0	4.0	3.9	3.9	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1612	3223	1442	1318	3171		1441	2945	1016	1583	1667	1417
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1612	3223	1442	1318	3171		1441	2945	1016	1583	1667	1417
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	327	176	214	433	52	113	38	114	78	122	59
RTOR Reduction (vph)	0	0	114	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	32	327	62	214	485	0	56	95	114	78	122	59
Heavy Vehicles (%)	12%	12%	12%	37%	12%	12%	14%	14%	59%	14%	14%	14%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2						4			3
Actuated Green, G (s)	4.0	39.4	39.4	24.6	60.0		18.5	18.5	18.5	13.3	13.3	13.3
Effective Green, g (s)	6.6	42.0	42.0	27.2	62.6		21.1	21.1	21.1	16.4	16.4	13.3
Actuated g/C Ratio	0.05	0.35	0.35	0.23	0.52		0.18	0.18	0.18	0.14	0.14	0.11
Clearance Time (s)	4.0	6.6	6.6	4.0	6.6		6.6	6.6	6.6	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	88	1128	504	298	1654		253	517	178	216	227	157
v/s Ratio Prot	0.02	0.10		c0.16	c0.15		0.04	0.03		0.05	c0.07	
v/s Ratio Perm			0.04						c0.11			0.04
v/c Ratio	0.36	0.29	0.12	0.72	0.29		0.22	0.18	0.64	0.36	0.54	0.38
Uniform Delay, d1	54.7	28.2	26.5	42.9	16.2		42.4	42.1	45.9	47.0	48.3	49.5
Progression Factor	1.00	1.00	1.00	1.11	0.35		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.5	0.7	0.5	7.5	0.4		0.4	0.2	7.6	1.0	2.4	1.5
Delay (s)	57.2	28.9	27.0	55.1	6.1		42.8	42.3	53.6	48.1	50.7	51.0
Level of Service	E	C	C	E	A		D	D	D	D	D	D
Approach Delay (s)		29.9			21.1			47.3			50.0	
Approach LOS		C			C			D			D	

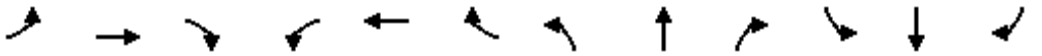
Intersection Summary			
HCM 2000 Control Delay	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	39.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	324	88	37	542	121	128	118	84	202	162	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.97			0.98		1.00	1.00	0.85	1.00	0.95	
Flt Protected		1.00			1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1499			1652		1037	1234	1049	1172	1170	
Flt Permitted		0.92			0.96		0.53	1.00	1.00	0.67	1.00	
Satd. Flow (perm)		1387			1590		580	1234	1049	833	1170	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	352	96	40	589	132	139	128	91	220	176	93
RTOR Reduction (vph)	0	13	0	0	11	0	0	0	61	0	36	0
Lane Group Flow (vph)	0	470	0	0	750	0	139	128	30	220	233	0
Heavy Vehicles (%)	12%	12%	67%	12%	12%	12%	74%	54%	54%	54%	54%	54%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)		30.3			30.3		19.7	19.7	19.7	19.7	19.7	
Effective Green, g (s)		30.3			30.3		19.7	19.7	19.7	19.7	19.7	
Actuated g/C Ratio		0.51			0.51		0.33	0.33	0.33	0.33	0.33	
Clearance Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)		6.0			6.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		700			802		190	405	344	273	384	
v/s Ratio Prot								0.10			0.20	
v/s Ratio Perm		0.34			c0.47		0.24		0.03	c0.26		
v/c Ratio		0.67			0.94		0.73	0.32	0.09	0.81	0.61	
Uniform Delay, d1		11.1			13.9		17.8	15.1	13.9	18.4	16.9	
Progression Factor		1.00			1.01		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		5.1			16.4		13.5	0.5	0.1	15.8	2.7	
Delay (s)		16.2			30.5		31.3	15.6	14.0	34.2	19.6	
Level of Service		B			C		C	B	B	C	B	
Approach Delay (s)		16.2			30.5			21.3			26.2	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	79.4%	ICU Level of Service	D
Analysis Period (min)	15		

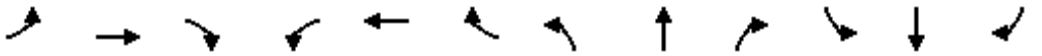
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	294	221	45	208	476	322	41	560	134	180	485	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.97		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3127	3141		3127	3028		1736	3471	1553	3367	3471	1553
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3127	3141		3127	3028		1736	3471	1553	3367	3471	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	320	240	49	226	517	350	45	609	146	196	527	270
RTOR Reduction (vph)	0	15	0	0	102	0	0	0	102	0	0	180
Lane Group Flow (vph)	320	274	0	226	765	0	45	609	44	196	527	90
Heavy Vehicles (%)	12%	12%	12%	12%	12%	12%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	16.2	39.6		15.0	38.4		8.0	35.4	35.4	12.0	39.4	39.4
Effective Green, g (s)	16.7	40.1		15.5	38.9		8.5	35.9	35.9	12.5	39.9	39.9
Actuated g/C Ratio	0.14	0.33		0.13	0.32		0.07	0.30	0.30	0.10	0.33	0.33
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	435	1049		403	981		122	1038	464	350	1154	516
v/s Ratio Prot	c0.10	0.09		0.07	c0.25		0.03	c0.18		c0.06	c0.15	
v/s Ratio Perm									0.03			0.06
v/c Ratio	0.74	0.26		0.56	0.78		0.37	0.59	0.09	0.56	0.46	0.17
Uniform Delay, d1	49.5	29.1		49.1	36.7		53.2	35.7	30.3	51.1	31.5	28.4
Progression Factor	0.97	1.01		1.00	1.00		1.23	0.81	1.02	1.00	1.00	1.00
Incremental Delay, d2	4.4	0.2		1.1	4.7		0.6	2.2	0.4	1.2	1.3	0.7
Delay (s)	52.5	29.7		50.1	41.3		66.3	31.1	31.3	52.4	32.8	29.1
Level of Service	D	C		D	D		E	C	C	D	C	C
Approach Delay (s)		41.7			43.1			33.1			35.7	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	38.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

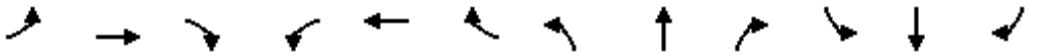
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	183	24	157	253	165	9	620	78	79	466	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1337	2323		1337	2367		1736	3471	1553	1736	3471	1553
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1337	2323		1337	2367		1736	3471	1553	1736	3471	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	100	199	26	171	275	179	10	674	85	86	507	170
RTOR Reduction (vph)	0	9	0	0	90	0	0	0	48	0	0	83
Lane Group Flow (vph)	100	216	0	171	364	0	10	674	37	86	507	87
Heavy Vehicles (%)	35%	55%	35%	35%	49%	35%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	13.3	16.9		21.3	25.4		1.4	51.4	51.4	9.9	59.9	59.9
Effective Green, g (s)	13.8	17.9		22.3	26.4		2.4	52.9	52.9	10.9	61.4	61.4
Actuated g/C Ratio	0.12	0.15		0.19	0.22		0.02	0.44	0.44	0.09	0.51	0.51
Clearance Time (s)	4.5	5.0		5.0	5.0		5.0	5.5	5.5	5.0	5.5	5.5
Vehicle Extension (s)	2.0	5.0		4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Grp Cap (vph)	153	346		248	520		34	1530	684	157	1775	794
v/s Ratio Prot	0.07	0.09		c0.13	c0.15		0.01	c0.19		c0.05	0.15	
v/s Ratio Perm									0.02			0.06
v/c Ratio	0.65	0.63		0.69	0.70		0.29	0.44	0.05	0.55	0.29	0.11
Uniform Delay, d1	50.8	47.9		45.6	43.2		58.0	23.3	19.2	52.2	16.8	15.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.52	0.91	1.17
Incremental Delay, d2	7.4	4.9		8.4	4.5		6.5	0.9	0.2	4.4	0.4	0.3
Delay (s)	58.2	52.8		54.0	47.7		64.5	24.2	19.4	83.7	15.6	18.1
Level of Service	E	D		D	D		E	C	B	F	B	B
Approach Delay (s)		54.5			49.4			24.2			23.8	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	34.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	572	119	109	345	81	142	90	178	82	45	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	1.4	4.0	4.0	1.4	4.0		4.0	4.0	4.0	3.9	3.9	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1612	3223	1442	1157	3131		1441	2971	1145	1583	1667	1417
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1612	3223	1442	1157	3131		1441	2971	1145	1583	1667	1417
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	622	129	118	375	88	154	98	193	89	49	47
RTOR Reduction (vph)	0	0	78	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	52	622	51	118	463	0	83	169	193	89	49	47
Heavy Vehicles (%)	12%	12%	12%	56%	12%	12%	14%	14%	41%	14%	14%	14%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2						4			3
Actuated Green, G (s)	6.6	44.8	44.8	16.4	54.6		24.6	24.6	24.6	10.0	10.0	10.0
Effective Green, g (s)	9.2	47.4	47.4	19.0	57.2		27.2	27.2	27.2	13.1	13.1	10.0
Actuated g/C Ratio	0.08	0.39	0.39	0.16	0.48		0.23	0.23	0.23	0.11	0.11	0.08
Clearance Time (s)	4.0	6.6	6.6	4.0	6.6		6.6	6.6	6.6	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	123	1273	569	183	1492		326	673	259	172	181	118
v/s Ratio Prot	0.03	c0.19		c0.10	0.15		0.06	0.06		c0.06	0.03	
v/s Ratio Perm			0.04						c0.17			0.03
v/c Ratio	0.42	0.49	0.09	0.64	0.31		0.25	0.25	0.75	0.52	0.27	0.40
Uniform Delay, d1	52.9	27.2	22.8	47.3	19.3		38.1	38.0	43.2	50.5	49.1	52.1
Progression Factor	1.00	1.00	1.00	0.85	1.63		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.3	1.3	0.3	7.4	0.5		0.4	0.2	11.0	2.6	0.8	2.2
Delay (s)	55.2	28.6	23.1	47.9	32.0		38.5	38.2	54.2	53.1	49.9	54.4
Level of Service	E	C	C	D	C		D	D	D	D	D	D
Approach Delay (s)		29.4			35.2			45.2			52.6	
Approach LOS		C			D			D			D	

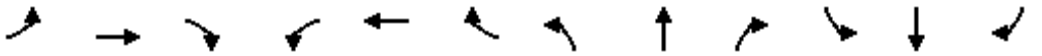
Intersection Summary			
HCM 2000 Control Delay	36.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	663	124	71	518	122	129	160	159	219	274	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.98			0.98		1.00	1.00	0.85	1.00	0.96	
Flt Protected		1.00			1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1575			1649		1037	1234	1049	1172	1184	
Flt Permitted		0.95			0.84		0.32	1.00	1.00	0.64	1.00	
Satd. Flow (perm)		1498			1393		352	1234	1049	787	1184	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	721	135	77	563	133	140	174	173	238	298	109
RTOR Reduction (vph)	0	8	0	0	10	0	0	0	115	0	17	0
Lane Group Flow (vph)	0	886	0	0	763	0	140	174	58	238	390	0
Heavy Vehicles (%)	12%	12%	51%	12%	12%	12%	74%	54%	54%	54%	54%	54%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)		40.0			40.0		25.0	25.0	25.0	25.0	25.0	
Effective Green, g (s)		40.0			40.0		25.0	25.0	25.0	25.0	25.0	
Actuated g/C Ratio		0.53			0.53		0.33	0.33	0.33	0.33	0.33	
Clearance Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)		6.0			6.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		798			742		117	411	349	262	394	
v/s Ratio Prot								0.14			0.33	
v/s Ratio Perm		c0.59			0.55		c0.40		0.05	0.30		
v/c Ratio		1.11			1.03		1.20	0.42	0.17	0.91	0.99	
Uniform Delay, d1		17.5			17.5		25.0	19.4	17.6	23.9	24.9	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		66.4			40.5		145.4	0.7	0.2	32.2	42.0	
Delay (s)		83.9			58.0		170.4	20.1	17.9	56.1	66.8	
Level of Service		F			E		F	C	B	E	E	
Approach Delay (s)		83.9			58.0			62.5			62.8	
Approach LOS		F			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	68.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	103.0%	ICU Level of Service	G
Analysis Period (min)	15		

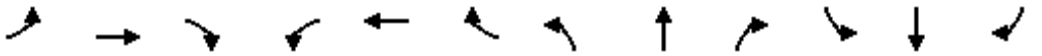
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	604	494	48	345	390	332	35	791	173	386	741	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.99		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3127	3181		3127	3001		1736	3471	1553	3367	3471	1553
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3127	3181		3127	3001		1736	3471	1553	3367	3471	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	657	537	52	375	424	361	38	860	188	420	805	341
RTOR Reduction (vph)	0	6	0	0	128	0	0	0	135	0	0	217
Lane Group Flow (vph)	657	583	0	375	657	0	38	860	53	420	805	124
Heavy Vehicles (%)	12%	12%	12%	12%	12%	12%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	26.1	34.5		18.5	26.9		6.0	33.3	33.3	15.7	43.0	43.0
Effective Green, g (s)	26.6	35.0		19.0	27.4		6.5	33.8	33.8	16.2	43.5	43.5
Actuated g/C Ratio	0.22	0.29		0.16	0.23		0.05	0.28	0.28	0.13	0.36	0.36
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	693	927		495	685		94	977	437	454	1258	562
v/s Ratio Prot	c0.21	0.18		0.12	c0.22		0.02	c0.25		c0.12	0.23	
v/s Ratio Perm									0.03			0.08
v/c Ratio	0.95	0.63		0.76	0.96		0.40	0.88	0.12	0.93	0.64	0.22
Uniform Delay, d1	46.0	36.9		48.3	45.7		54.9	41.2	32.1	51.3	31.7	26.5
Progression Factor	1.00	1.00		1.00	1.00		1.06	0.92	1.42	1.00	1.00	1.00
Incremental Delay, d2	21.9	1.9		5.8	24.9		0.6	6.8	0.3	24.3	2.5	0.9
Delay (s)	67.9	38.8		54.1	70.6		58.7	44.5	45.8	75.6	34.3	27.4
Level of Service	E	D		D	E		E	D	D	E	C	C
Approach Delay (s)		54.1			65.3			45.2			43.9	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	51.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	304	259	36	194	248	274	13	716	133	128	751	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1337	2406		1337	2348		1736	3471	1553	1736	3471	1553
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1337	2406		1337	2348		1736	3471	1553	1736	3471	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	330	282	39	211	270	298	14	778	145	139	816	140
RTOR Reduction (vph)	0	9	0	0	166	0	0	0	103	0	0	89
Lane Group Flow (vph)	330	312	0	211	402	0	14	778	42	139	816	51
Heavy Vehicles (%)	35%	49%	35%	35%	49%	35%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	32.1	30.2		24.1	22.7		2.8	33.6	33.6	11.6	42.4	42.4
Effective Green, g (s)	32.6	31.2		25.1	23.7		3.8	35.1	35.1	12.6	43.9	43.9
Actuated g/C Ratio	0.27	0.26		0.21	0.20		0.03	0.29	0.29	0.10	0.37	0.37
Clearance Time (s)	4.5	5.0		5.0	5.0		5.0	5.5	5.5	5.0	5.5	5.5
Vehicle Extension (s)	2.0	5.0		4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Grp Cap (vph)	363	625		279	463		54	1015	454	182	1269	568
v/s Ratio Prot	c0.25	0.13		0.16	c0.17		0.01	c0.22		c0.08	0.24	
v/s Ratio Perm									0.03			0.03
v/c Ratio	0.91	0.50		0.76	0.87		0.26	0.77	0.09	0.76	0.64	0.09
Uniform Delay, d1	42.3	37.8		44.6	46.6		56.7	38.7	30.9	52.3	31.6	25.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.43	0.78	0.94
Incremental Delay, d2	25.2	1.3		11.8	16.2		3.5	5.5	0.4	14.5	2.0	0.2
Delay (s)	67.4	39.1		56.3	62.8		60.2	44.2	31.3	89.4	26.5	23.6
Level of Service	E	D		E	E		E	D	C	F	C	C
Approach Delay (s)		53.5			61.0			42.5			34.1	
Approach LOS		D			E			D			C	

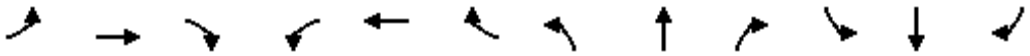
Intersection Summary			
HCM 2000 Control Delay	46.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX

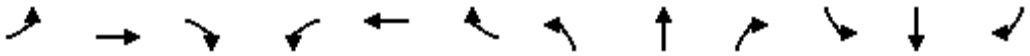
D

2025 Total Future Route 2 Synchro Outputs



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	35	0	2	43	14	3	278	2	8	283	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		1.00			0.97		1.00	1.00		1.00	1.00	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1847			1801		1770	1321		1770	1325	
Flt Permitted		0.95			0.99		0.57	1.00		0.57	1.00	
Satd. Flow (perm)		1777			1781		1057	1321		1068	1325	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	8	38	0	2	47	15	3	302	2	9	308	10
RTOR Reduction (vph)	0	0	0	0	14	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	46	0	0	50	0	3	304	0	9	317	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	44%	2%	2%	44%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		4.9			4.9		43.0	41.9		43.2	42.0	
Effective Green, g (s)		4.9			4.9		43.0	41.9		43.2	42.0	
Actuated g/C Ratio		0.08			0.08		0.72	0.70		0.72	0.70	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		145			145		770	922		783	927	
v/s Ratio Prot							0.00	0.23		c0.00	c0.24	
v/s Ratio Perm		0.03			c0.03		0.00			0.01		
v/c Ratio		0.32			0.35		0.00	0.33		0.01	0.34	
Uniform Delay, d1		26.0			26.0		2.4	3.5		2.4	3.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.3			1.4		0.0	1.0		0.0	1.0	
Delay (s)		27.2			27.5		2.4	4.5		2.4	4.6	
Level of Service		C			C		A	A		A	A	
Approach Delay (s)		27.2			27.5			4.5			4.5	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	27.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	86	0	2	37	5	2	407	0	24	380	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		1.00			0.99		1.00	1.00		1.00	0.99	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1721			1699		1770	1450		1770	1445	
Flt Permitted		0.98			0.99		0.49	1.00		0.45	1.00	
Satd. Flow (perm)		1690			1679		920	1450		832	1445	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	93	0	2	40	5	2	442	0	26	413	21
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	100	0	0	43	0	2	442	0	26	432	0
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	2%	31%	2%	2%	32%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		7.7			7.7		38.9	37.8		41.7	39.2	
Effective Green, g (s)		7.7			7.7		38.9	37.8		41.7	39.2	
Actuated g/C Ratio		0.13			0.13		0.65	0.63		0.70	0.65	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		216			215		612	913		617	944	
v/s Ratio Prot							0.00	c0.30		c0.00	0.30	
v/s Ratio Perm		c0.06			0.03		0.00			0.03		
v/c Ratio		0.46			0.20		0.00	0.48		0.04	0.46	
Uniform Delay, d1		24.2			23.4		3.7	5.9		3.0	5.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.6			0.5		0.0	1.8		0.0	1.6	
Delay (s)		25.8			23.8		3.7	7.7		3.0	6.7	
Level of Service		C			C		A	A		A	A	
Approach Delay (s)		25.8			23.8			7.7			6.5	
Approach LOS		C			C			A			A	

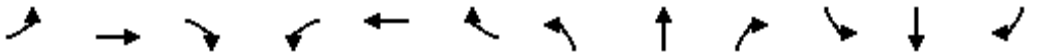
Intersection Summary			
HCM 2000 Control Delay	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	34.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX

E

2025 Total Future Split Route Condition Synchro Outputs



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	301	162	170	398	48	104	35	78	72	112	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	1.4	4.0	4.0	1.4	4.0		4.0	4.0	4.0	3.9	3.9	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1612	3223	1442	1433	3171		1441	2945	1114	1583	1667	1417
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1612	3223	1442	1433	3171		1441	2945	1114	1583	1667	1417
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	327	176	185	433	52	113	38	85	78	122	59
RTOR Reduction (vph)	0	0	104	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	32	327	72	185	485	0	56	95	85	78	122	59
Heavy Vehicles (%)	12%	12%	12%	26%	12%	12%	14%	14%	45%	14%	14%	14%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2						4			3
Actuated Green, G (s)	4.8	46.8	46.8	20.7	62.7		14.4	14.4	14.4	13.9	13.9	13.9
Effective Green, g (s)	7.4	49.4	49.4	23.3	65.3		17.0	17.0	17.0	17.0	17.0	13.9
Actuated g/C Ratio	0.06	0.41	0.41	0.19	0.54		0.14	0.14	0.14	0.14	0.14	0.12
Clearance Time (s)	4.0	6.6	6.6	4.0	6.6		6.6	6.6	6.6	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	99	1326	593	278	1725		204	417	157	224	236	164
v/s Ratio Prot	0.02	0.10		c0.13	c0.15		0.04	0.03		0.05	c0.07	
v/s Ratio Perm			0.05						c0.08			0.04
v/c Ratio	0.32	0.25	0.12	0.67	0.28		0.27	0.23	0.54	0.35	0.52	0.36
Uniform Delay, d1	53.9	23.1	21.9	44.7	14.7		46.0	45.7	47.9	46.5	47.7	48.9
Progression Factor	1.00	1.00	1.00	1.37	0.36		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9	0.4	0.4	5.5	0.4		0.7	0.3	3.8	0.9	1.9	1.4
Delay (s)	55.8	23.6	22.3	67.0	5.7		46.7	46.0	51.7	47.4	49.6	50.3
Level of Service	E	C	C	E	A		D	D	D	D	D	D
Approach Delay (s)		25.1			22.6			48.2			49.1	
Approach LOS		C			C			D			D	

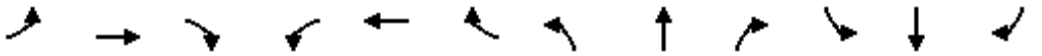
Intersection Summary			
HCM 2000 Control Delay	31.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	38.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	32	324	61	37	542	121	101	118	84	202	162	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.98			0.98		1.00	1.00	0.85	1.00	0.95	
Flt Protected		1.00			1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1575			1652		1081	1234	1049	1172	1170	
Flt Permitted		0.92			0.96		0.53	1.00	1.00	0.67	1.00	
Satd. Flow (perm)		1451			1593		604	1234	1049	833	1170	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	35	352	66	40	589	132	110	128	91	220	176	93
RTOR Reduction (vph)	0	9	0	0	11	0	0	0	61	0	36	0
Lane Group Flow (vph)	0	444	0	0	750	0	110	128	30	220	233	0
Heavy Vehicles (%)	12%	12%	52%	12%	12%	12%	67%	54%	54%	54%	54%	54%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)		30.3			30.3		19.7	19.7	19.7	19.7	19.7	
Effective Green, g (s)		30.3			30.3		19.7	19.7	19.7	19.7	19.7	
Actuated g/C Ratio		0.51			0.51		0.33	0.33	0.33	0.33	0.33	
Clearance Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)		6.0			6.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		732			804		198	405	344	273	384	
v/s Ratio Prot								0.10			0.20	
v/s Ratio Perm		0.31			c0.47		0.18		0.03	c0.26		
v/c Ratio		0.61			0.93		0.56	0.32	0.09	0.81	0.61	
Uniform Delay, d1		10.6			13.9		16.6	15.1	13.9	18.4	16.9	
Progression Factor		1.00			1.01		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.7			16.1		3.4	0.5	0.1	15.8	2.7	
Delay (s)		14.3			30.1		19.9	15.6	14.0	34.2	19.6	
Level of Service		B			C		B	B	B	C	B	
Approach Delay (s)		14.3			30.1			16.6			26.2	
Approach LOS		B			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

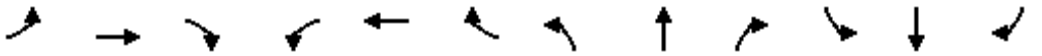
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	294	221	45	208	476	322	41	560	134	180	485	248
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.97		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3127	3141		3127	3028		1736	3471	1553	3367	3471	1553
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3127	3141		3127	3028		1736	3471	1553	3367	3471	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	320	240	49	226	517	350	45	609	146	196	527	270
RTOR Reduction (vph)	0	15	0	0	102	0	0	0	102	0	0	180
Lane Group Flow (vph)	320	274	0	226	765	0	45	609	44	196	527	90
Heavy Vehicles (%)	12%	12%	12%	12%	12%	12%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	16.2	39.6		15.0	38.4		8.0	35.4	35.4	12.0	39.4	39.4
Effective Green, g (s)	16.7	40.1		15.5	38.9		8.5	35.9	35.9	12.5	39.9	39.9
Actuated g/C Ratio	0.14	0.33		0.13	0.32		0.07	0.30	0.30	0.10	0.33	0.33
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	435	1049		403	981		122	1038	464	350	1154	516
v/s Ratio Prot	c0.10	0.09		0.07	c0.25		0.03	c0.18		c0.06	c0.15	
v/s Ratio Perm									0.03			0.06
v/c Ratio	0.74	0.26		0.56	0.78		0.37	0.59	0.09	0.56	0.46	0.17
Uniform Delay, d1	49.5	29.1		49.1	36.7		53.2	35.7	30.3	51.1	31.5	28.4
Progression Factor	0.98	1.01		1.00	1.00		1.25	0.78	0.90	1.00	1.00	1.00
Incremental Delay, d2	4.6	0.2		1.1	4.7		0.6	2.2	0.4	1.2	1.3	0.7
Delay (s)	52.9	29.8		50.1	41.3		67.3	30.2	27.6	52.4	32.8	29.1
Level of Service	D	C		D	D		E	C	C	D	C	C
Approach Delay (s)		41.9			43.1			31.8			35.7	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	38.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

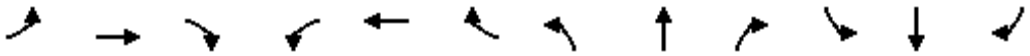
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	156	24	157	226	165	9	620	78	79	466	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1337	2433		1337	2422		1736	3471	1553	1736	3471	1553
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1337	2433		1337	2422		1736	3471	1553	1736	3471	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	100	170	26	171	246	179	10	674	85	86	507	170
RTOR Reduction (vph)	0	10	0	0	112	0	0	0	47	0	0	81
Lane Group Flow (vph)	100	186	0	171	313	0	10	674	38	86	507	89
Heavy Vehicles (%)	35%	47%	35%	35%	43%	35%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	13.3	15.5		21.3	24.0		1.4	52.8	52.8	9.9	61.3	61.3
Effective Green, g (s)	13.8	16.5		22.3	25.0		2.4	54.3	54.3	10.9	62.8	62.8
Actuated g/C Ratio	0.12	0.14		0.19	0.21		0.02	0.45	0.45	0.09	0.52	0.52
Clearance Time (s)	4.5	5.0		5.0	5.0		5.0	5.5	5.5	5.0	5.5	5.5
Vehicle Extension (s)	2.0	5.0		4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Grp Cap (vph)	153	334		248	504		34	1570	702	157	1816	812
v/s Ratio Prot	0.07	0.08		c0.13	c0.13		0.01	c0.19		c0.05	0.15	
v/s Ratio Perm									0.02			0.06
v/c Ratio	0.65	0.56		0.69	0.62		0.29	0.43	0.05	0.55	0.28	0.11
Uniform Delay, d1	50.8	48.3		45.6	43.2		58.0	22.3	18.4	52.2	16.0	14.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.50	0.92	1.19
Incremental Delay, d2	7.4	3.4		8.4	2.7		6.5	0.9	0.1	4.4	0.3	0.2
Delay (s)	58.2	51.7		54.0	45.9		64.5	23.2	18.6	82.4	15.1	17.5
Level of Service	E	D		D	D		E	C	B	F	B	B
Approach Delay (s)		53.9			48.2			23.2			23.2	
Approach LOS		D			D			C			C	

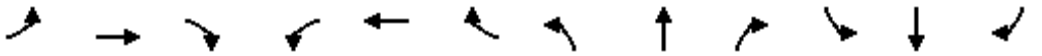
Intersection Summary			
HCM 2000 Control Delay	33.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	35	0	2	43	14	3	250	2	8	255	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		1.00			0.97		1.00	1.00		1.00	0.99	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1847			1801		1770	1378		1770	1392	
Flt Permitted		0.95			0.99		0.58	1.00		0.59	1.00	
Satd. Flow (perm)		1777			1781		1088	1378		1098	1392	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Adj. Flow (vph)	8	38	0	2	47	15	3	272	2	9	277	10
RTOR Reduction (vph)	0	0	0	0	14	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	46	0	0	50	0	3	274	0	9	286	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	38%	2%	2%	37%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		4.9			4.9		43.0	41.9		43.2	42.0	
Effective Green, g (s)		4.9			4.9		43.0	41.9		43.2	42.0	
Actuated g/C Ratio		0.08			0.08		0.72	0.70		0.72	0.70	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		145			145		792	962		804	974	
v/s Ratio Prot							0.00	0.20		c0.00	c0.21	
v/s Ratio Perm		0.03			c0.03		0.00			0.01		
v/c Ratio		0.32			0.35		0.00	0.28		0.01	0.29	
Uniform Delay, d1		26.0			26.0		2.4	3.4		2.4	3.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.3			1.4		0.0	0.7		0.0	0.8	
Delay (s)		27.2			27.5		2.4	4.1		2.4	4.2	
Level of Service		C			C		A	A		A	A	
Approach Delay (s)		27.2			27.5			4.1			4.1	
Approach LOS		C			C			A			A	

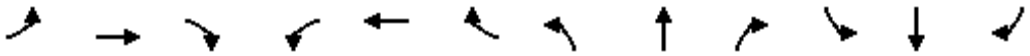
Intersection Summary			
HCM 2000 Control Delay	7.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	572	119	82	345	81	142	90	151	82	45	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	1.4	4.0	4.0	1.4	4.0		4.0	4.0	4.0	3.9	3.9	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.91	0.91	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1612	3223	1442	1271	3131		1441	2971	1242	1583	1667	1417
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1612	3223	1442	1271	3131		1441	2971	1242	1583	1667	1417
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	622	129	89	375	88	154	98	164	89	49	47
RTOR Reduction (vph)	0	0	71	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	52	622	58	89	463	0	83	169	164	89	49	47
Heavy Vehicles (%)	12%	12%	12%	42%	12%	12%	14%	14%	30%	14%	14%	14%
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases			2						4			3
Actuated Green, G (s)	6.9	50.9	50.9	12.9	56.9		21.0	21.0	21.0	11.0	11.0	11.0
Effective Green, g (s)	9.5	53.5	53.5	15.5	59.5		23.6	23.6	23.6	14.1	14.1	11.0
Actuated g/C Ratio	0.08	0.45	0.45	0.13	0.50		0.20	0.20	0.20	0.12	0.12	0.09
Clearance Time (s)	4.0	6.6	6.6	4.0	6.6		6.6	6.6	6.6	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	127	1436	642	164	1552		283	584	244	186	195	129
v/s Ratio Prot	0.03	c0.19		c0.07	0.15		0.06	0.06		c0.06	0.03	
v/s Ratio Perm			0.04						c0.13			0.03
v/c Ratio	0.41	0.43	0.09	0.54	0.30		0.29	0.29	0.67	0.48	0.25	0.36
Uniform Delay, d1	52.6	22.8	19.2	48.9	17.9		41.1	41.1	44.6	49.5	48.2	51.2
Progression Factor	1.00	1.00	1.00	0.83	1.63		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	1.0	0.3	3.6	0.5		0.6	0.3	7.1	1.9	0.7	1.7
Delay (s)	54.7	23.8	19.5	44.2	29.7		41.7	41.3	51.7	51.4	48.8	53.0
Level of Service	D	C	B	D	C		D	D	D	D	D	D
Approach Delay (s)		25.1			32.0			45.5			51.1	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	33.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.3
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		

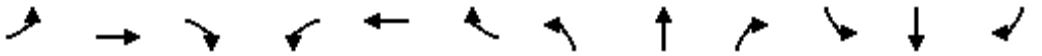
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	663	97	71	518	122	102	160	159	219	274	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.98			0.98		1.00	1.00	0.85	1.00	0.96	
Flt Protected		1.00			1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1621			1649		1081	1234	1049	1172	1184	
Flt Permitted		0.95			0.84		0.30	1.00	1.00	0.62	1.00	
Satd. Flow (perm)		1537			1395		347	1234	1049	761	1184	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	721	105	77	563	133	111	174	173	238	298	109
RTOR Reduction (vph)	0	5	0	0	8	0	0	0	115	0	15	0
Lane Group Flow (vph)	0	859	0	0	765	0	111	174	58	238	392	0
Heavy Vehicles (%)	12%	12%	37%	12%	12%	12%	67%	54%	54%	54%	54%	54%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4		4	8		
Actuated Green, G (s)		50.0			50.0		30.0	30.0	30.0	30.0	30.0	
Effective Green, g (s)		50.0			50.0		30.0	30.0	30.0	30.0	30.0	
Actuated g/C Ratio		0.56			0.56		0.33	0.33	0.33	0.33	0.33	
Clearance Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Vehicle Extension (s)		6.0			6.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		853			775		115	411	349	253	394	
v/s Ratio Prot								0.14			c0.33	
v/s Ratio Perm		c0.56			0.55		0.32		0.05	0.31		
v/c Ratio		1.01			0.99		0.97	0.42	0.17	0.94	1.00	
Uniform Delay, d1		20.0			19.7		29.5	23.3	21.2	29.1	29.9	
Progression Factor		1.00			1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		32.4			29.0		72.3	0.7	0.2	40.5	43.9	
Delay (s)		52.4			48.7		101.8	24.0	21.4	69.7	73.9	
Level of Service		D			D		F	C	C	E	E	
Approach Delay (s)		52.4			48.7			41.9			72.3	
Approach LOS		D			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	54.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	101.0%	ICU Level of Service	G
Analysis Period (min)	15		

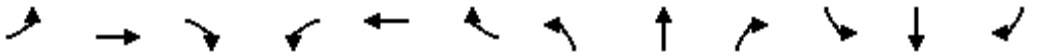
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	604	494	48	345	390	332	35	791	173	386	741	314
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	0.99		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3127	3181		3127	3001		1736	3471	1553	3367	3471	1553
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3127	3181		3127	3001		1736	3471	1553	3367	3471	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	657	537	52	375	424	361	38	860	188	420	805	341
RTOR Reduction (vph)	0	6	0	0	128	0	0	0	135	0	0	217
Lane Group Flow (vph)	657	583	0	375	657	0	38	860	53	420	805	124
Heavy Vehicles (%)	12%	12%	12%	12%	12%	12%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	26.1	34.5		18.5	26.9		6.0	33.3	33.3	15.7	43.0	43.0
Effective Green, g (s)	26.6	35.0		19.0	27.4		6.5	33.8	33.8	16.2	43.5	43.5
Actuated g/C Ratio	0.22	0.29		0.16	0.23		0.05	0.28	0.28	0.13	0.36	0.36
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5
Vehicle Extension (s)	2.0	5.0		2.0	5.0		2.0	6.0	6.0	2.0	6.0	6.0
Lane Grp Cap (vph)	693	927		495	685		94	977	437	454	1258	562
v/s Ratio Prot	c0.21	0.18		0.12	c0.22		0.02	c0.25		c0.12	0.23	
v/s Ratio Perm									0.03			0.08
v/c Ratio	0.95	0.63		0.76	0.96		0.40	0.88	0.12	0.93	0.64	0.22
Uniform Delay, d1	46.0	36.9		48.3	45.7		54.9	41.2	32.1	51.3	31.7	26.5
Progression Factor	1.00	1.00		1.00	1.00		1.05	0.90	1.44	1.00	1.00	1.00
Incremental Delay, d2	21.9	1.9		5.8	24.9		0.6	7.3	0.3	24.3	2.5	0.9
Delay (s)	67.9	38.8		54.1	70.6		58.4	44.3	46.4	75.6	34.3	27.4
Level of Service	E	D		D	E		E	D	D	E	C	C
Approach Delay (s)		54.1			65.3			45.1			43.9	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	51.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	84.9%	ICU Level of Service	E
Analysis Period (min)	15		

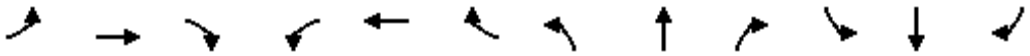
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	304	232	36	194	221	274	13	716	133	128	751	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1337	2492		1337	2389		1736	3471	1553	1736	3471	1553
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1337	2492		1337	2389		1736	3471	1553	1736	3471	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	330	252	39	211	240	298	14	778	145	139	816	140
RTOR Reduction (vph)	0	10	0	0	188	0	0	0	100	0	0	86
Lane Group Flow (vph)	330	281	0	211	350	0	14	778	45	139	816	54
Heavy Vehicles (%)	35%	43%	35%	35%	43%	35%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	32.1	27.6		24.1	20.1		2.8	35.6	35.6	12.2	45.0	45.0
Effective Green, g (s)	32.6	28.6		25.1	21.1		3.8	37.1	37.1	13.2	46.5	46.5
Actuated g/C Ratio	0.27	0.24		0.21	0.18		0.03	0.31	0.31	0.11	0.39	0.39
Clearance Time (s)	4.5	5.0		5.0	5.0		5.0	5.5	5.5	5.0	5.5	5.5
Vehicle Extension (s)	2.0	5.0		4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Grp Cap (vph)	363	593		279	420		54	1073	480	190	1345	601
v/s Ratio Prot	c0.25	0.11		0.16	c0.15		0.01	c0.22		c0.08	0.24	
v/s Ratio Perm									0.03			0.03
v/c Ratio	0.91	0.47		0.76	0.83		0.26	0.73	0.09	0.73	0.61	0.09
Uniform Delay, d1	42.3	39.2		44.6	47.8		56.7	36.9	29.5	51.7	29.4	23.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.45	0.78	0.98
Incremental Delay, d2	25.2	1.3		11.8	13.8		3.5	4.3	0.4	11.4	1.6	0.2
Delay (s)	67.4	40.5		56.3	61.6		60.2	41.2	29.9	86.3	24.5	23.1
Level of Service	E	D		E	E		E	D	C	F	C	C
Approach Delay (s)		54.8			60.1			39.7			32.2	
Approach LOS		D			E			D			C	

Intersection Summary			
HCM 2000 Control Delay	44.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	86	0	2	37	5	2	379	0	24	352	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		1.00			0.99		1.00	1.00		1.00	0.99	
Flt Protected		1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1721			1699		1770	1508		1770	1511	
Flt Permitted		0.98			0.99		0.52	1.00		0.47	1.00	
Satd. Flow (perm)		1690			1679		961	1508		871	1511	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	93	0	2	40	5	2	412	0	26	383	21
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	100	0	0	43	0	2	412	0	26	402	0
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	2%	26%	2%	2%	26%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		7.7			7.7		38.9	37.8		41.7	39.2	
Effective Green, g (s)		7.7			7.7		38.9	37.8		41.7	39.2	
Actuated g/C Ratio		0.13			0.13		0.65	0.63		0.70	0.65	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		216			215		637	950		642	987	
v/s Ratio Prot							0.00	c0.27		c0.00	0.27	
v/s Ratio Perm		c0.06			0.03		0.00			0.03		
v/c Ratio		0.46			0.20		0.00	0.43		0.04	0.41	
Uniform Delay, d1		24.2			23.4		3.7	5.7		3.0	4.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.6			0.5		0.0	1.4		0.0	1.2	
Delay (s)		25.8			23.8		3.7	7.1		3.0	6.2	
Level of Service		C			C		A	A		A	A	
Approach Delay (s)		25.8			23.8			7.1			6.0	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group