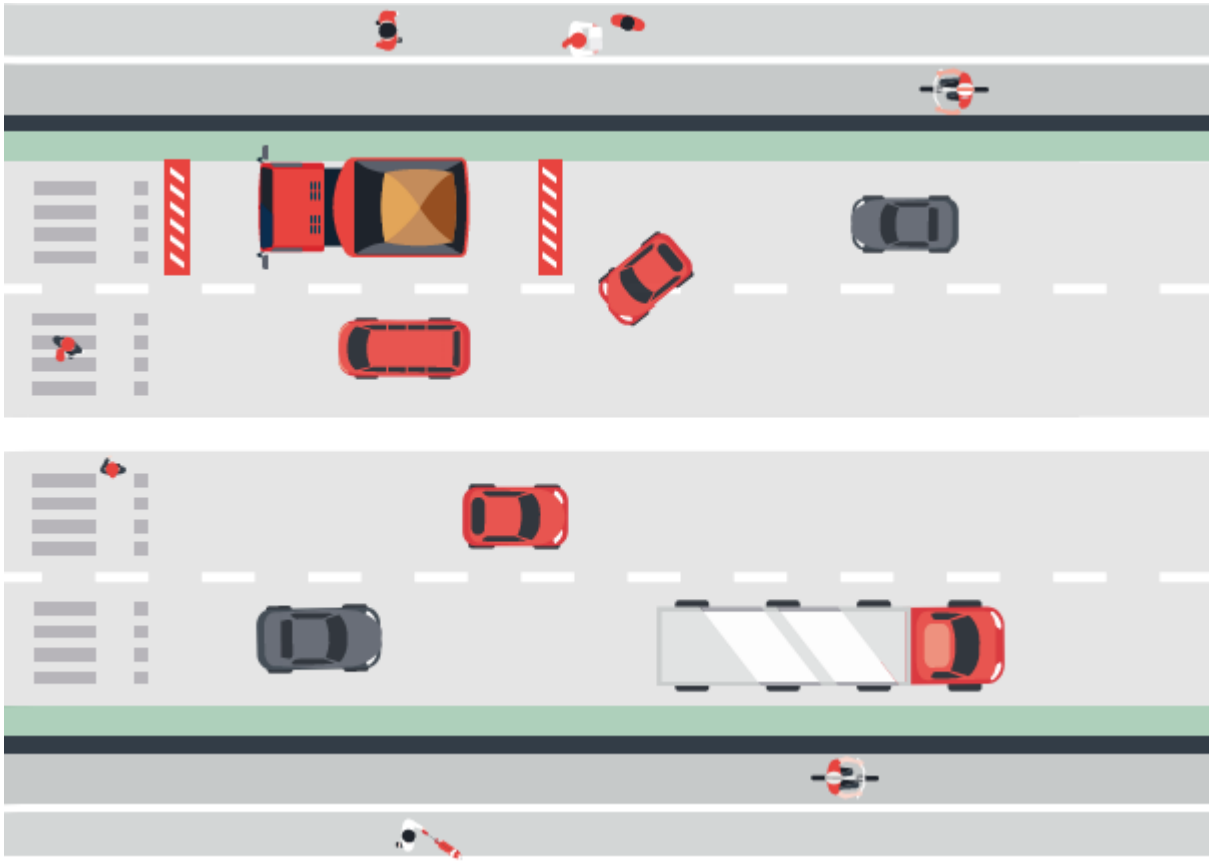
SHELTER CANADIAN PROPERTIES LIMITED
REPORT NUMBER: 221-00873-00

JOHN BREBEUF PLACE
TRANSPORTATION IMPACT STUDY

MARCH 11, 2022

CONFIDENTIAL



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1 INTRODUCTION

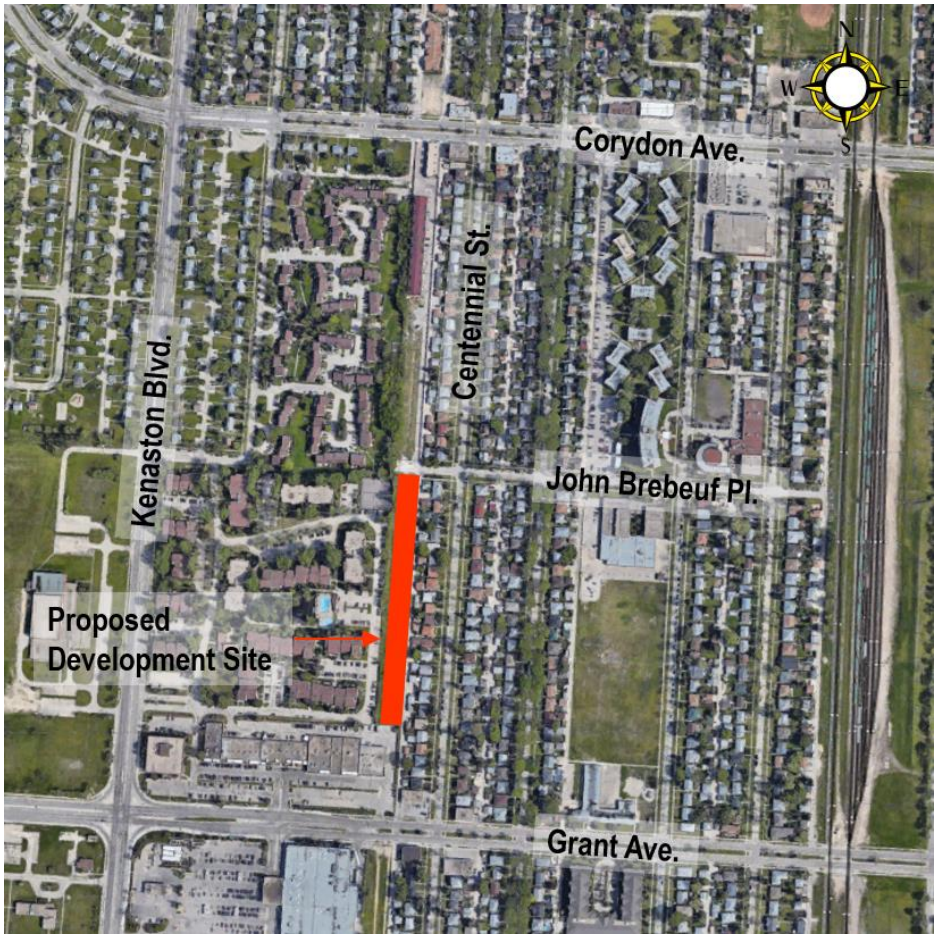
1.1 BACKGROUND

WSP was retained by Shelter Canadian Properties Limited (the Client) to prepare a Transportation Impact Study (TIS) for the proposed multi-family residential development on John Brebeuf Place in Winnipeg, Manitoba. The site location is illustrated in **Figure 1.1**.

The proposed development features 63 low-rise multi-family residential dwelling units with underground parking for residents and at-grade visitor parking. Access is proposed on John Brebeuf Place and on the laneway west of and running parallel to Centennial Street.

The main objective of this study is to evaluate the traffic impacts of the development on the study area transportation network. The analysis was completed for the weekday a.m. and p.m. peak hours of adjacent street traffic, as they are the critical time periods for a residential development. The City of Winnipeg (the City) Public Works Department (Public Works) has confirmed that this study is required to follow the City's *Draft City of Winnipeg Transportation Impact Study Guidelines, January 2012*.

Figure 1.1: Proposed Site Location



1.2 STUDY AREA

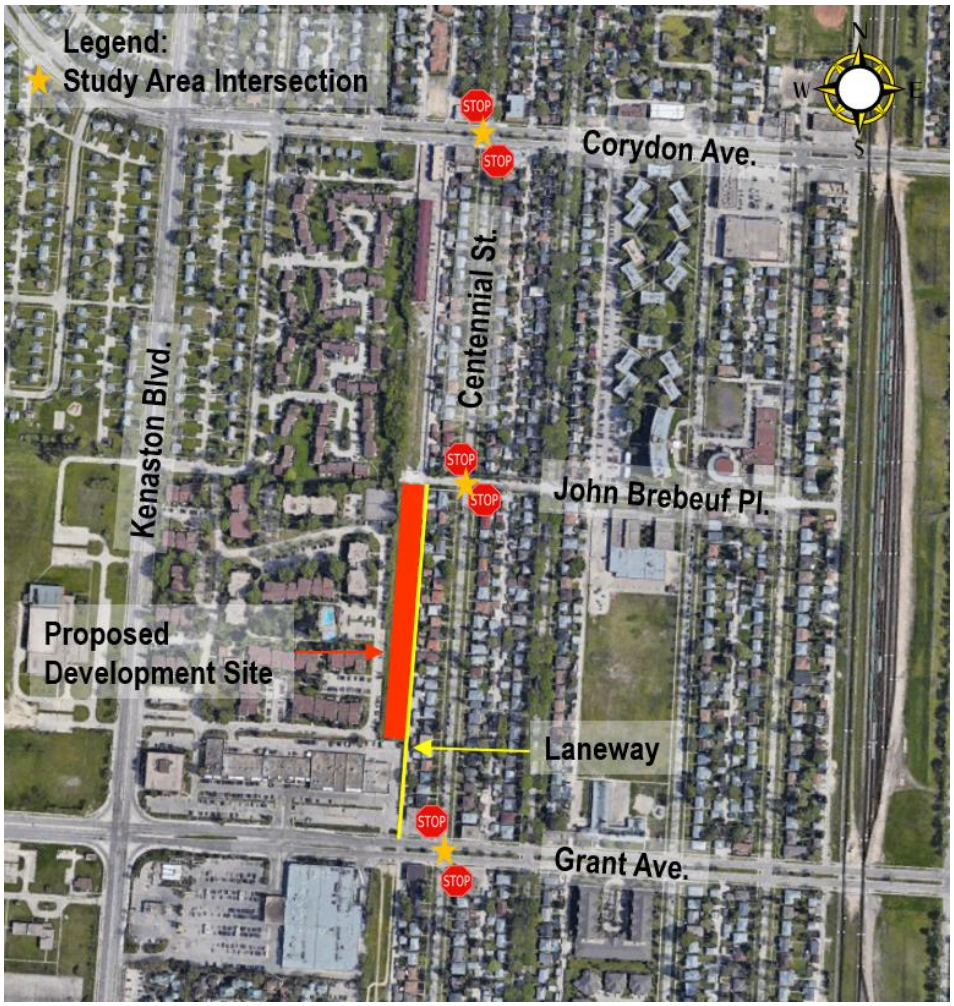
Based on discussions with Public Works, the study area for this study includes the following intersections:

- Grant Avenue at Centennial Street;
- Corydon Avenue at Centennial Street; and
- John Brebeuf Place at Centennial Street.

In addition to the intersection analysis, Public Works requested existing and forecasted daily traffic volumes on John Brebeuf Place, Centennial Street north and south of John Brebeuf Place, and on the laneway providing access to the proposed development, to ensure the existing geometry on the roadways and the proposed geometry on the laneway are adequate for the daily volumes. The intersections at the laneway and Grant Avenue, and the laneway and John Brebeuf Place were not requested to be analyzed by Public Works as they feature very low traffic volumes and operational issues are not anticipated.

The study area intersections are illustrated in **Figure 1.2**.

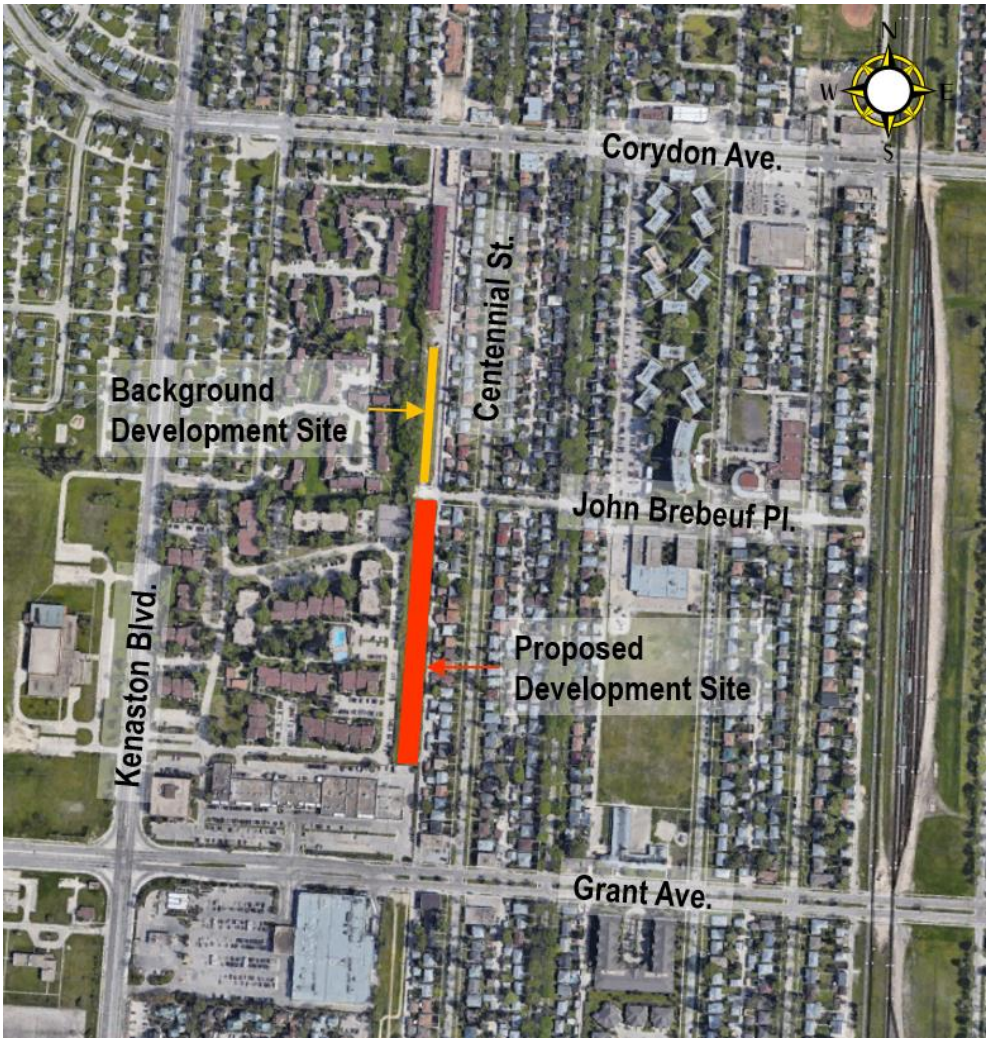
Figure 1.2: Study Area Intersections



1.3 ADDITIONAL DEVELOPMENT

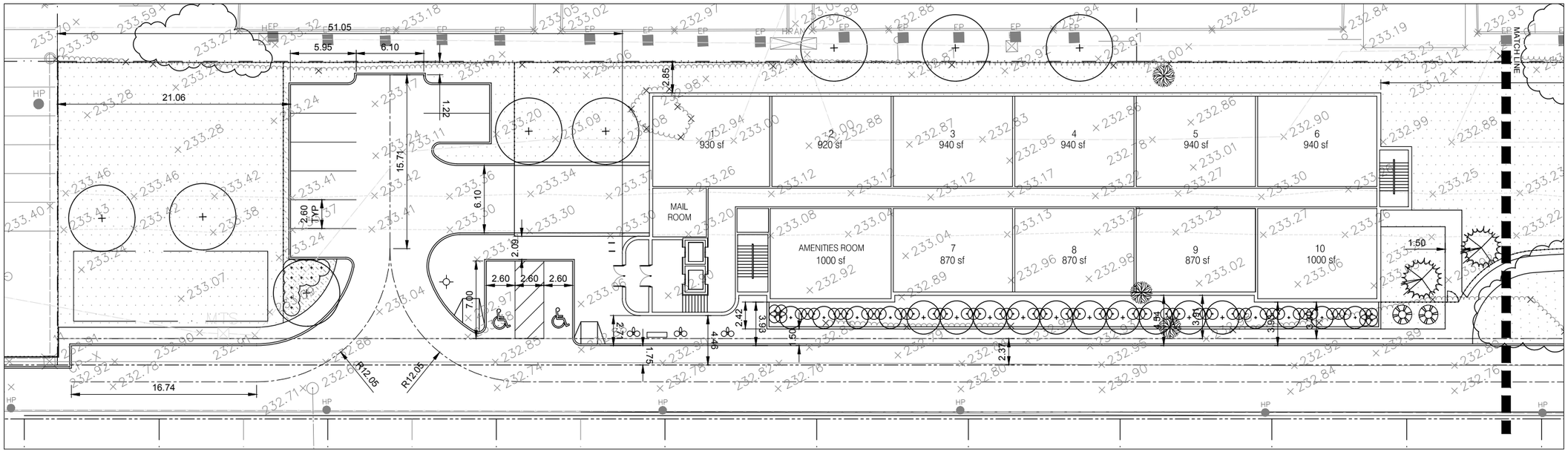
Public Works provided information about an anticipated additional residential development located directly north of the proposed site that would impact the study area intersections. The development location is illustrated in **Figure 1.3** and includes 36 single-family attached dwelling units, of which 18 are already constructed. Public Works does not know the anticipated timing of the remaining 18 dwelling units, so it was assumed that they would be constructed by the full build-out horizon year (2024) in this study.

Figure 1.3: Background Development Site

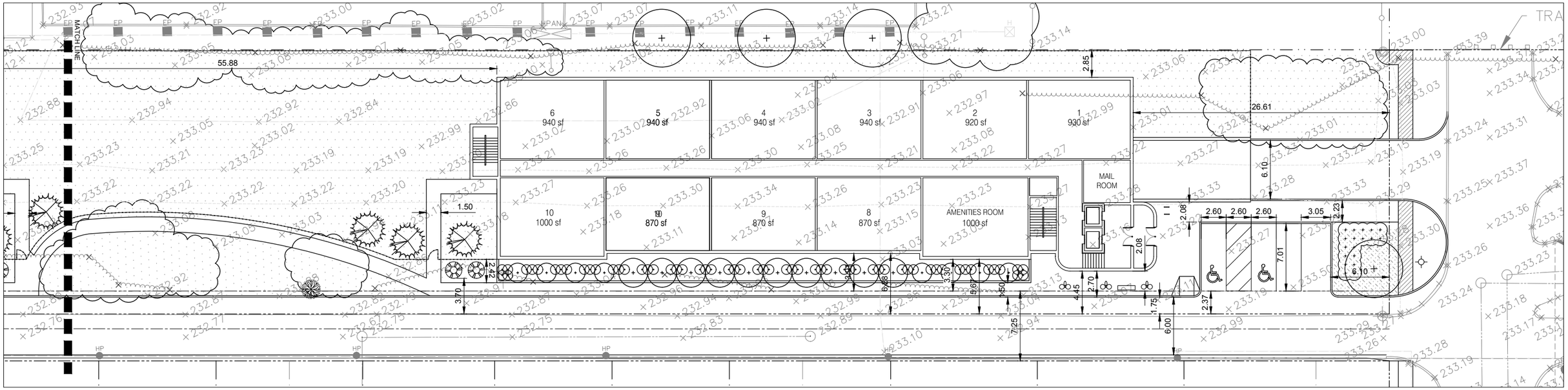


2 PROPOSED DEVELOPMENT

The proposed development features 63 low-rise multi-family residential dwelling units with 82 underground parking stalls for residents and 14 surface parking stalls for visitors. The development is split into two buildings, with a north building and south building, each building featuring approximately half the dwelling units. The underground parking is split under the two buildings, with the north building parking having access on John Brebeuf Place, and the south building parking having access on the laneway. Full build-out of the proposed development is expected by 2024. The most current site plan is provided in **Figure 2.1**.



SITE PLAN 1 OF 2



SITE PLAN 2 OF 2

0 2 5 10 15 25 NORTH

Figure 2.1: Site Plan

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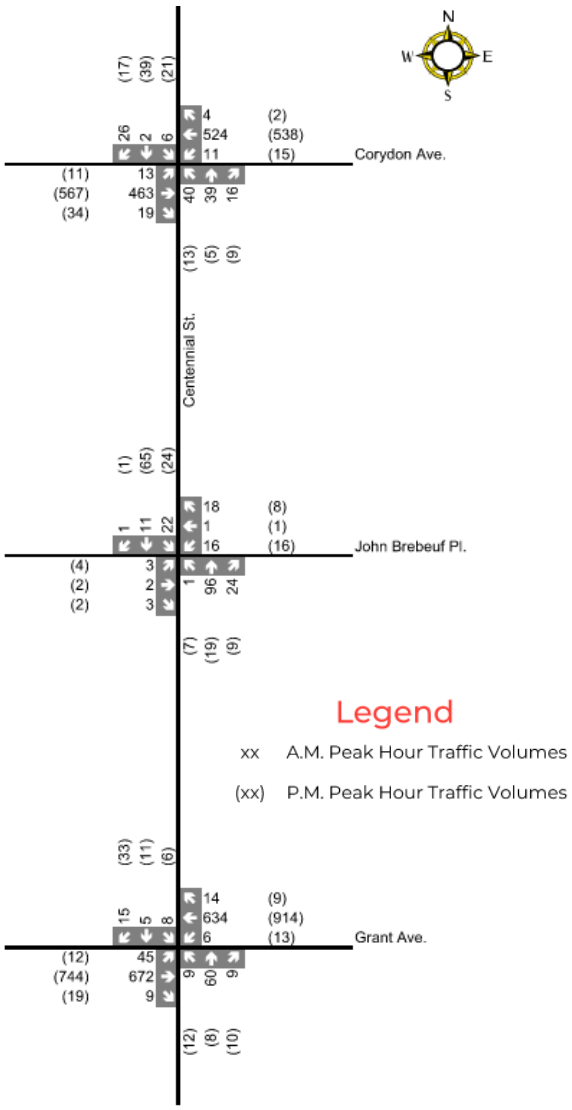
3 TRAFFIC VOLUMES

3.1 EXISTING TRAFFIC

Public Works was contacted regarding existing available traffic counts for the study area intersections. No counts were available, so counts were completed at all study area intersections and on the laneway at Grant Avenue and at John Brebeuf Place using MioVision technology. The weekday a.m. and p.m. peak hours were selected for analysis for this development as these are the most critical times for traffic in the area and are also typically busy periods for the proposed residential development.

The 2022 traffic volumes are illustrated in **Figure 3.1**. It should be noted that traffic counts at adjacent intersections do not balance exactly as peak hours at adjacent intersections do not always occur at the same time and there are private approaches and on-street residential parking located between intersections that are not included in the study network. Traffic counts are included in **Appendix A**.

Figure 3.1: Existing 2022 Traffic Volumes



3.2 BACKGROUND TRAFFIC

3.2.1 EXISTING TRAFFIC GROWTH

Public Works was contacted to confirm growth rates in the study area to forecast existing traffic to the 2024 (full build-out) and 2029 (full build-out plus five years) horizon years. The growth rates were confirmed to be as follows:

- Zero percent on Corydon Avenue and Grant Avenue during the weekday a.m. peak hour;
- 0.2 percent on Corydon Avenue and Grant Avenue during the weekday p.m. peak hour;
- 0.5 percent daily growth on Corydon Avenue and Grant Avenue; and
- Zero percent on Centennial Street, John Brebeuf Place and the laneway west of Centennial Street.

These growth rates do not include the known development occurring north of the proposed development described in **Section 1.3**.

3.2.2 BACKGROUND DEVELOPMENT TRAFFIC

Trips generated by the background development were estimated for the weekday a.m. and p.m. peak hours based on the *ITE Trip Generation, 11th Edition*. As the background development features just an additional 18 dwelling units, the fitted curve equations generated a very low number of trips (one entering and three exiting during the weekday a.m. peak hour, and four entering and three exiting during the weekday p.m. peak hour) and it was determined that the average rate would provide a more appropriate trip generation.

Based on a review of WATS data for the Tuxedo – River Heights (District 13) neighbourhood, it is reasonable to assume that approximately 10% of trips are made using transit and an additional 6% of trips are made using active modes (walking and cycling) during peak hours, and that approximately 8% of trips are made using transit and an additional 6% of trips are made using active modes (walking and cycling) on a daily basis.

Forecast trip generation for the background development is outlined in **Table 3.1**. Pass-by trips do not apply to this development as it is residential. The background development is forecast to generate eight new auto trips (three entering and five exiting) during the weekday a.m. peak hour, eight new auto trips (five entering and three exiting) during the weekday p.m. peak hour, and 112 new auto trips (56 entering and 56 exiting) on a weekday. New background development trips were distributed based on the existing distribution of trips at the study area intersections. As the peak hours generate relatively low new trips, where a turning movement generated a fraction of a trip, the number was rounded up to one.

Table 3.1: Background Development ITE Trip Generation

TRIP GENERATION		WEEKDAY A.M. PEAK HR	WEEKDAY P.M. PEAK HR	DAILY
ITE Land Use		Single-Family Attached Housing (215)		
Dwelling Units		18		
Averge Rate		0.48	0.57	7.20
Trip Direction	In	31%	57%	50%
	Out	69%	43%	50%
Percent Auto		84%	84%	86%
Total Auto Trips	In	3	5	56
	Out	5	3	56

3.2.3 FUTURE BACKGROUND TRAFFIC

Background traffic refers to traffic volumes that exclude the impact of the proposed development. They are determined by projecting existing traffic volumes to the horizon years and adding any known background developments. Using the annual growth rates determined in **Section 3.2.1** and new background development trips determined in **Section 3.2.2**, background traffic volumes for full build-out (2024) and full build-out plus five years (2029) were calculated and are illustrated in **Figures 3.2** and **3.3** for the weekday a.m. and p.m. peak hours.

Figure 3.2: 2024 Total Background Traffic Volumes

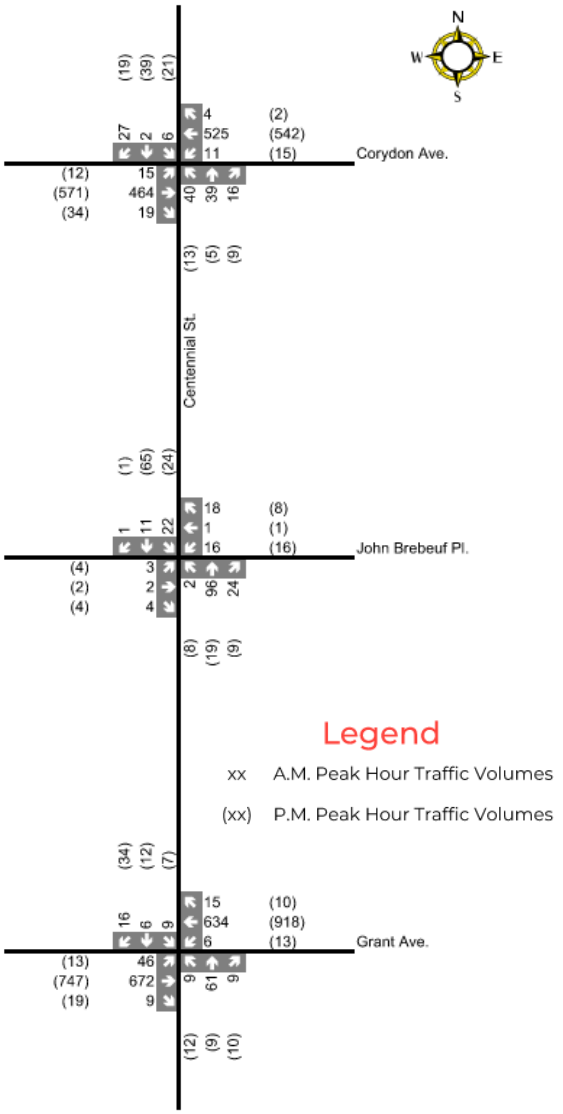
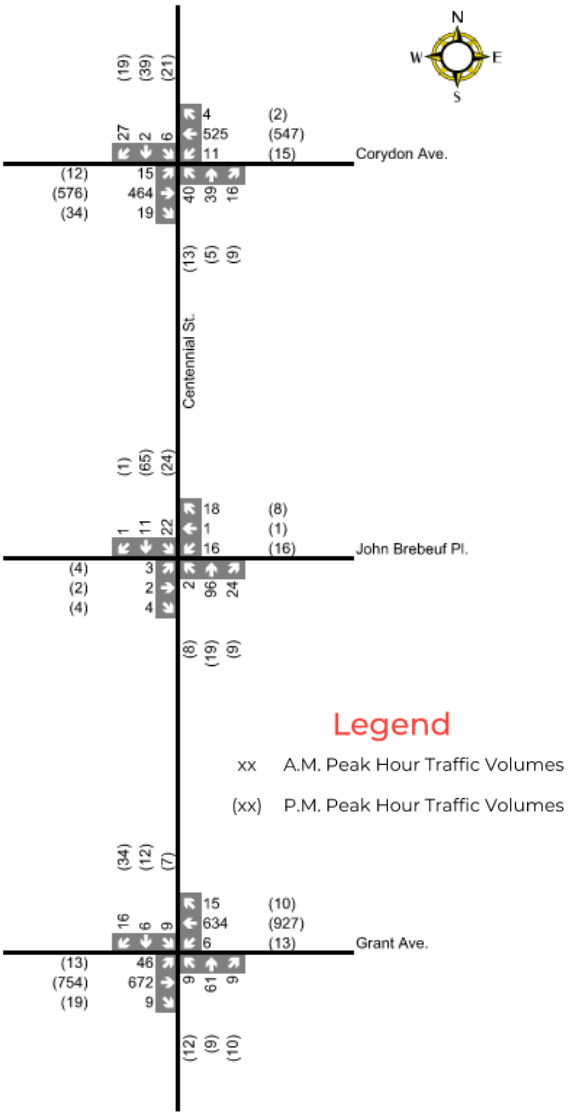


Figure 3.3: 2029 Total Background Traffic Volumes



3.3 PROPOSED DEVELOPMENT TRAFFIC

3.3.1 TRIP GENERATION

Trips generated by the proposed development were estimated for the weekday a.m. and p.m. peak hours based on the *ITE Trip Generation, 11th Edition*.

The likely mode split was investigated using the Winnipeg Area Travel Survey (WATS) report, and a review of existing transit facilities and active transportation (AT) connectivity. Based on the proposed development location and the WATS data, it is reasonable to assume that approximately 10% of trips are made using transit and an additional 6% of trips are made using active modes (walking and cycling) during peak hours, and that approximately 8% of trips are made using transit and an additional 6% of trips are made using active modes (walking and cycling) on a daily basis.

Forecast trip generation for the proposed development is outlined in **Table 3.2**. Pass-by trips do not apply to this development as it is residential. The proposed development is forecast to generate 36 new auto trips (8 entering and 27 exiting) during the weekday a.m. peak hour, 40 new auto trips (25 entering and 15 exiting) during the weekday p.m. peak hour, and 413 new auto trips (206 entering and 207 exiting) on a weekday.

Table 3.2: ITE Trip Generation Table (Proposed Development)

TRIP GENERATION		WEEKDAY A.M. PEAK HR	WEEKDAY P.M. PEAK HR	DAILY
ITE Land Use		Low-Rise Multi-Family Residential (220)		
Dwelling Units		63		
Trip Equation		T = 0.31(X) + 22.85	T = 0.43(X) + 20.55	T = 6.41(X) + 75.31
Trip Direction	In	24%	63%	50%
	Out	76%	37%	50%
Percent Auto		84%	84%	86%
Total Auto Trips	In	9	25	206
	Out	27	15	207

3.3.2 TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution refers to the directional split of traffic entering and exiting the study area and trip assignment refers to the assignment of distributed vehicle trips to the adjacent road network. To determine a reasonable distribution of new trips, the existing distribution at the intersections of Grant Avenue at Centennial Street, Corydon Avenue at Centennial Street, and John Brebeuf Place at Centennial Street were reviewed, as the trips generated by the proposed residential development would follow a similar overall distribution as the existing residential traffic in the area. The trip distribution used in the weekday a.m. and p.m. peak hours is based on a combination of the existing peak hour distributions and the full 12-hour count distributions.

It was noted that there is likely some cut-through traffic on Centennial Street during the peak hours as it appears more people are travelling through on Centennial Street at Grant Avenue and Corydon Avenue versus turning onto Grant Avenue and Corydon Avenue to access Kenaston Boulevard, and the through volumes are higher than the number of houses in each block. Each house has back lane access connecting directly to Grant Avenue and Corydon Avenue, which also reduces the number of trips on Centennial Street that would be made by the residents living on the block.

Trip distribution to and from the proposed development in the weekday a.m. and p.m. peak hours is illustrated in **Figure 3.4** and **3.5**.

New trips generated by the proposed development were distributed and assigned to the road network and are illustrated in **Figure 3.6**. Background traffic volumes were combined with the additional traffic assigned to the road network to determine traffic projections for the post development scenarios. Year 2024 and 2029 post development traffic volumes for the weekday a.m. and p.m. peak hours are illustrated in **Figure 3.7** and **Figure 3.8**, respectively.

Figure 3.4: Weekday AM Peak Hour Distribution

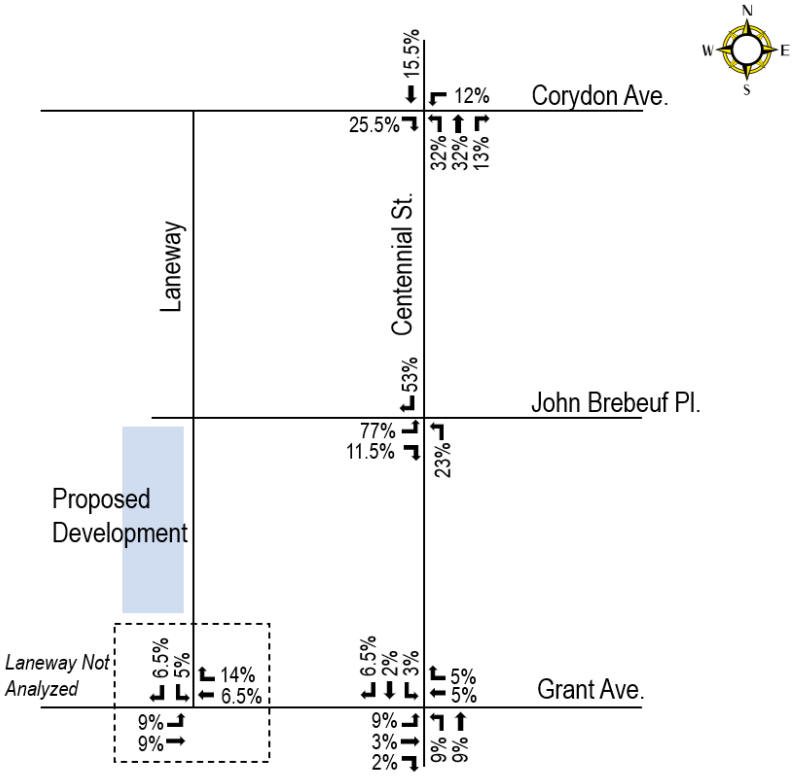


Figure 3.5: Weekday PM Peak Hour Distribution

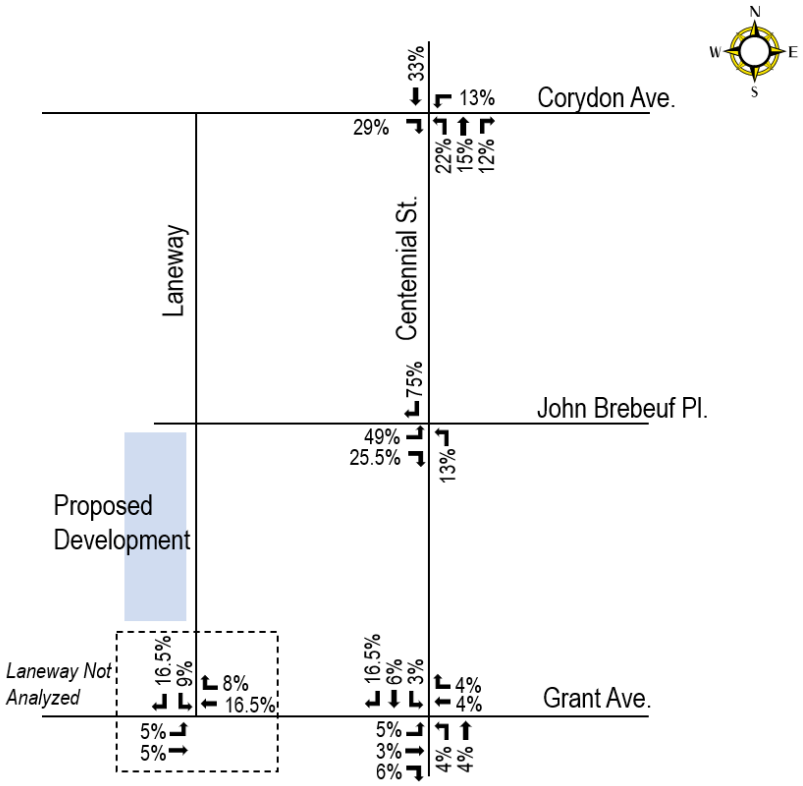


Figure 3.6: New Development Trips

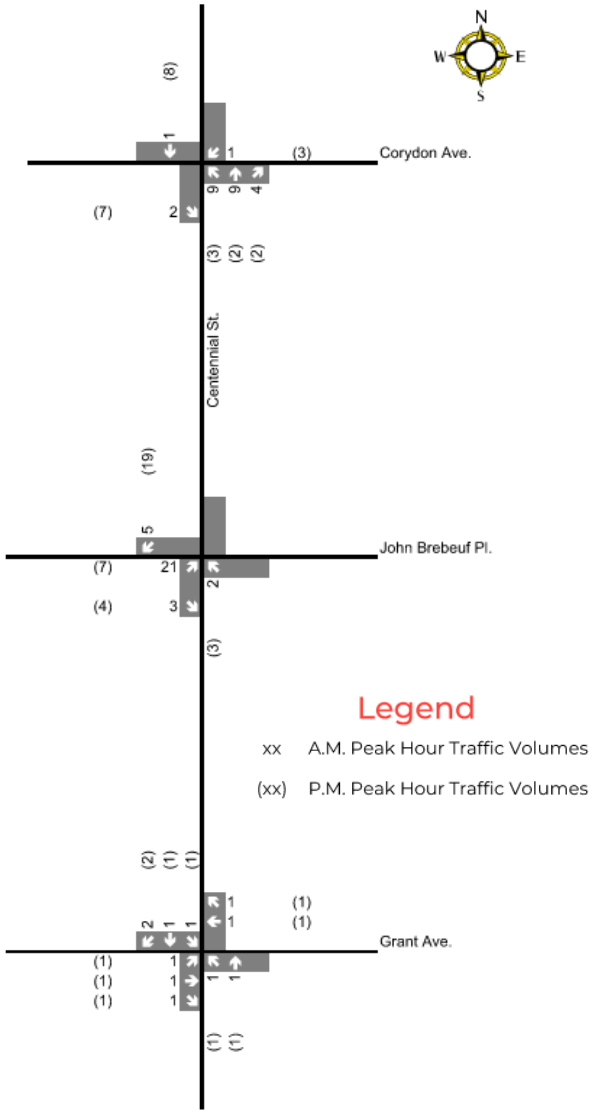


Figure 3.7: 2024 Post Development Traffic Volumes

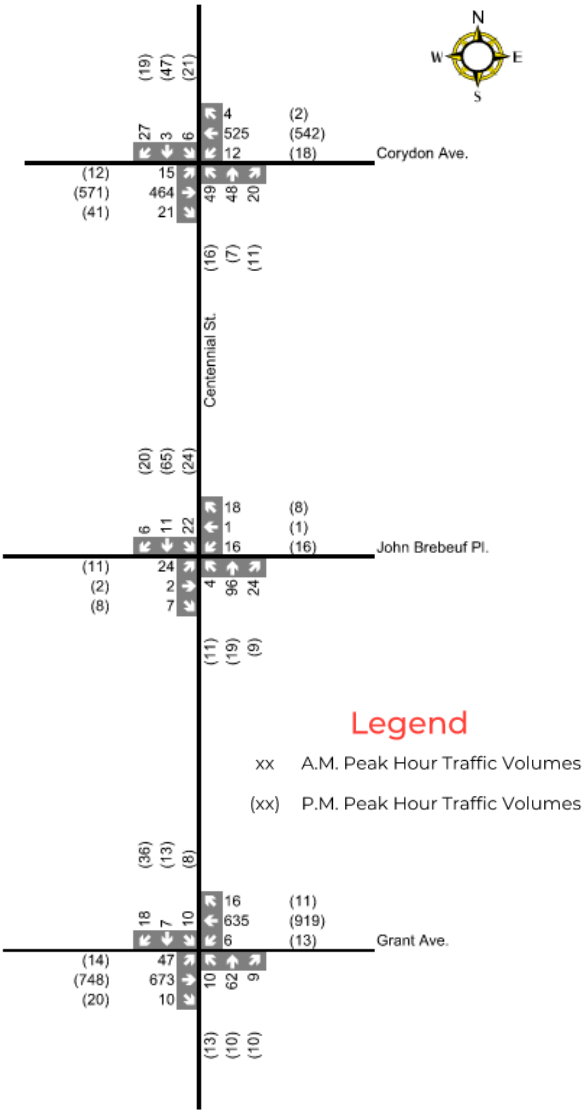
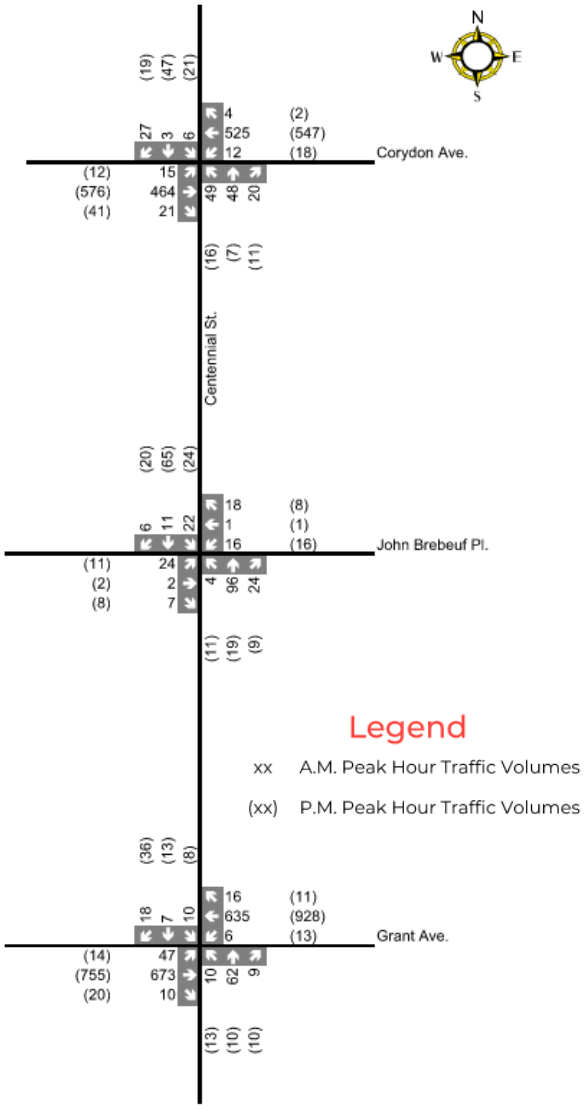


Figure 3.8: 2029 Post Development Traffic Volumes



4 TRAFFIC ANALYSIS

The traffic analysis for the proposed development was undertaken using Synchro 11.0 traffic analysis software and SimTraffic simulation software. The relative performance of an intersection is measured in terms of Level-of-Service (LOS), ranging from A (excellent) to F (beyond capacity). In general, LOS E is considered to be at capacity. LOS for signalized intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption and lost travel time. For unsignalized intersections, delay is the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line.

LOS D or better for the overall intersection is widely considered desirable in an urban area during peak traffic periods. At unsignalized intersections, LOS E or better is generally considered acceptable for minor streets accessing a major arterial, with LOS F not uncommon.

The volume to capacity (v/c) ratio is used to determine the level of congestion for each lane group. If the v/c ratio is greater than or equal to 1.00 that approach is operating above capacity. A v/c ratio of 0.85 is considered the maximum acceptable level for through and shared through/turning lanes and a v/c ratio of 0.90 is considered the maximum acceptable level for turning lanes, as defined by Public Works.

A SimTraffic simulation of the Synchro model was used to observe and identify any issues. The detailed Synchro results are included in **Appendix B**.

4.1 CORYDON AVENUE AT CENTENNIAL STREET

The intersection of Corydon Avenue and Centennial Street is a four-legged two-way stop-controlled intersection that consists of the following geometry:

- The northbound approach on Centennial Street consists of a single lane and is stop-controlled;
- The southbound approach on Centennial Street consists of a single lane and is stop-controlled;
- The eastbound approach on Corydon Avenue consists of a shared left-turn/through lane and a shared through/right-turn lane and is free-flowing; and
- The westbound approach Corydon Avenue consists of a shared left-turn/through lane and a shared through/right-turn lane and is free-flowing.

Due to on-street parking on Corydon Avenue, the east- and westbound directions were modelled with a shared left-turn/through lane and a right-turn lane.

Table 4.1 summarizes the results of the intersection analysis for Corydon Avenue and Centennial Street, and indicates the following:

- All scenarios feature an overall LOS A with delays of two to four seconds, and maximum v/c ratios indicating that all movements operate well below capacity.
- All scenarios feature an acceptable critical movement LOS of C or D, in the northbound direction on Centennial Street in the weekday a.m. peak hour and in the southbound direction on Centennial Street in the weekday p.m. peak hour.

No issues were observed in the SimTraffic simulations.

Table 4.1: Corydon Avenue and Centennial Street Synchro Results

SCENARIO	OVERALL INTERSECTION		CRITICAL MOVEMENT	
	LOS (DELAY)	MAX V/C	MOVEMENT	LOS (DELAY)
WEEKDAY A.M. PEAK HOUR				
2022 Background Traffic	A (3 sec)	0.42 (NB)	NB	D (25 sec)
2024 Background Traffic	A (3 sec)	0.43 (NB)	NB	D (26 sec)
2029 Background Traffic	A (3 sec)	0.43 (NB)	NB	D (26 sec)
2024 Post Development Traffic	A (4 sec)	0.52 (NB)	NB	D (30 sec)
2029 Post Development Traffic	A (4 sec)	0.52 (NB)	NB	D (30 sec)
WEEKDAY P.M. PEAK HOUR				
2022 Background Traffic	A (2 sec)	0.35 (SB)	SB	C (24 sec)
2024 Background Traffic	A (3 sec)	0.36 (SB)	SB	C (24 sec)
2029 Background Traffic	A (3 sec)	0.36 (SB)	SB	C (24 sec)
2024 Post Development Traffic	A (3 sec)	0.41 (SB)	SB	D (26 sec)
2029 Post Development Traffic	A (3 sec)	0.41 (SB)	SB	D (27 sec)

4.2 GRANT AVENUE AT CENTENNIAL STREET

The intersection of Grant Avenue and Centennial Street is a four-legged two-way stop-controlled intersection that consists of the following geometry:

- The northbound approach on Centennial Street consists of a single lane and is stop-controlled;
- The southbound approach on Centennial Street consists of a single lane and is stop-controlled;
- The eastbound approach on Grant Avenue consists of a shared left-turn/through lane and a shared through/right-turn lane and is free-flowing; and
- The westbound approach Grant Avenue consists of a shared left-turn/through lane and a shared through/right-turn lane and is free-flowing.

During the weekday p.m. peak hour, on-street parking is allowed in the curb lane in the eastbound direction on Grant Avenue and was modelled with a single eastbound lane. During the weekday a.m. peak hour, on-street parking is allowed in the curb lane in the westbound direction on Grant Avenue and was modelled with a single westbound lane.

Table 4.1 summarizes the results of the intersection analysis for Grant Avenue and Centennial Street, and indicates the following:

- All scenarios feature an overall LOS A with delays of two to four seconds, and maximum v/c ratios indicating that all movements operate well below capacity.
- All scenarios feature an acceptable critical movement LOS of D to E in the northbound direction on Centennial Street.

No issues were observed in the SimTraffic simulations.

Table 4.2: Grant Avenue and Centennial Street Synchro Results

SCENARIO	OVERALL INTERSECTION		CRITICAL MOVEMENT	
	LOS (DELAY)	MAX V/C	MOVEMENT	LOS (DELAY)
WEEKDAY A.M. PEAK HOUR				
2022 Background Traffic	A (3 sec)	0.48 (NB)	NB	E (37 sec)
2024 Background Traffic	A (3 sec)	0.49 (NB)	NB	E (38 sec)
2029 Background Traffic	A (3 sec)	0.49 (NB)	NB	E (38 sec)
2024 Post Development Traffic	A (4 sec)	0.51 (NB)	NB	E (39 sec)
2029 Post Development Traffic	A (4 sec)	0.51 (NB)	NB	E (39 sec)
WEEKDAY P.M. PEAK HOUR				
2022 Background Traffic	A (2 sec)	0.25 (SB)	NB	D (26 sec)
2024 Background Traffic	A (2 sec)	0.28 (SB)	NB	D (27 sec)
2029 Background Traffic	A (2 sec)	0.28 (SB)	NB	D (27 sec)
2024 Post Development Traffic	A (2 sec)	0.31 (SB)	NB	D (28 sec)
2029 Post Development Traffic	A (2 sec)	0.31 (SB)	NB	D (29 sec)

4.3 CENTENNIAL STREET AT JOHN BREBEUF PLACE

The intersection of Centennial Street and John Brebeuf Place is a four-legged stop-controlled intersection that consists of the following geometry:

- The northbound approach on Centennial Street consists of a single lane and is stop-controlled;
- The southbound approach on Centennial Street consists of a single lane and is stop-controlled;
- The eastbound approach on John Brebeuf Place consists of a single lane and is free-flowing; and
- The westbound approach on John Brebeuf Place consists of a single lane and is free-flowing.

Table 4.1 summarizes the results of the intersection analysis for Centennial Street and John Brebeuf Place, and indicates the following:

- All scenarios feature an overall LOS A with nine seconds of delay, and maximum v/c ratios indicating that all movements operate well below capacity.
- All scenarios feature an acceptable critical movement LOS of B in the northbound and/or southbound directions on Centennial Street.

No issues were observed in the SimTraffic simulations.

Table 4.3: Centennial Street and John Brebeuf Place Synchro Results

SCENARIO	OVERALL INTERSECTION		CRITICAL MOVEMENT	
	LOS (DELAY)	MAX V/C	MOVEMENT	LOS (DELAY)
WEEKDAY A.M. PEAK HOUR				
2022 Background Traffic	A (9 sec)	0.19 (NB)	NB & SB	B (10 sec)
2024 Background Traffic	A (9 sec)	0.2 (NB)	NB & SB	B (10 sec)
2029 Background Traffic	A (9 sec)	0.2 (NB)	NB & SB	B (10 sec)
2024 Post Development Traffic	A (9 sec)	0.21 (NB)	NB & SB	B (11 sec)
2029 Post Development Traffic	A (9 sec)	0.21 (NB)	NB & SB	B (11 sec)
WEEKDAY P.M. PEAK HOUR				
2022 Background Traffic	A (9 sec)	0.14 (SB)	SB	B (10 sec)
2024 Background Traffic	A (9 sec)	0.14 (SB)	SB	B (10 sec)
2029 Background Traffic	A (9 sec)	0.14 (SB)	SB	B (10 sec)
2024 Post Development Traffic	A (9 sec)	0.17 (SB)	SB	B (10 sec)
2029 Post Development Traffic	A (9 sec)	0.17 (SB)	SB	B (10 sec)

4.4 SIGNAL WARRANT ANALYSIS

A signal warrant analysis was completed for the intersections of Corydon Avenue and Centennial Street, and Grant Avenue and Centennial Street for the 2029 post development horizon year. The Corydon Avenue and Centennial Street signal warrant analysis resulted in 56 signal warrant points and the Grant Avenue and Centennial Street signal warrant analysis resulted in 52 signal warrant points, both well below the threshold of 100 points with average side street volumes less than 75, so signals are not warranted at the two intersections. The signal warrant analyses are provided in **Appendix C**.

5 COLLISION ANALYSIS

A collision analysis involves a review of the collision history of a facility through an assessment of multiple years of collision statistics. The purpose of this review is to establish collision rates and to identify possible relationships between the collisions that have occurred and the geometric features and operational conditions of the facility.

Collision data for the study area was requested from the City. The collision data provided includes collisions that occurred from 2016 to 2020. The collision data provided by the City is included in **Appendix D**.

The intersection collision analysis was completed for the Corydon Avenue at Centennial Street and Grant Avenue at Centennial Street intersections. There were no reported collisions at Centennial Street and John Brebeuf Place within the 5-year period. The link collision analysis was completed for Centennial Street between Corydon Avenue and John Brebeuf Place. No other link collisions were provided.

There were a total of 87 collision records for the two intersections. Of those 87 collisions, 65 were included in the intersection analysis as the accident type, basic description, traffic control, and maneuver indicated it was likely at the intersection. The remaining 22 collision were not included in the detailed analysis as the accident type was "between intersections" and other collision factors could not confirm whether the collision occurred at the intersection. These collisions could not be analyzed as link collisions as the segment is not specified.

Table 5.1 summarizes the number of collisions at the study area intersections between 2016 and 2020.

Table 5.1: Intersection Frequency (2016 to 2020)

INTERSECTION	2016	2017	2018	2019	2020	TOTAL
Corydon Avenue and Centennial Street	3	5	5	10	3	**26**
Grant Avenue and Centennial Street	6	9	10	9	5	**39**
TOTAL	**9**	**14**	**15**	**19**	**8**	**65**

Table 5.2 summarizes the collision severity at the study area intersections between 2016 and 2020. Property damage only collisions were 63 percent of collisions and the remaining 37 percent of collisions were non-fatal injury. There were no fatal collisions for the analysed time period within the study area.

Table 5.2: Intersection Collision Severity (2016 to 2020)

INTERSECTION	PARAMETER	COLLISION TYPE		
		PROPERTY DAMAGE	NON-FATAL INJURY	FATAL
Corydon Avenue and Centennial Street	Frequency	19	7	0
	% of occurrence	73%	27%	0%
Grant Avenue and Centennial Street	Frequency	22	17	0
	% of occurrence	56%	44%	0%
TOTAL		**41**	**24**	**0**
		63%	**37%**	**0%**

Table 5.3 presents collision configurations at the study area intersections between 2016 and 2020. Most collisions were right-angle (90 degree) intersection collisions (31 percent), followed by rear-end collisions (ten percent), and all other collisions with five percent or lower.

Table 5.3: Intersection Collision Configuration (2016 to 2020)

INTERSECTION	PARAMETER	Intersection 90 Degree	Rear End	Unknown	Left Turn	Sideswipe
Corydon Avenue and Centennial Street	Frequency	19	4	2	0	1
	% of occurrence	73%	15%	8%	0%	4%
Grant Avenue and Centennial Street	Frequency	21	9	4	4	1
	% of occurrence	54%	23%	10%	10%	3%
TOTAL		**40**	**13**	**6**	**4**	**2**
		62%	**20%**	**9%**	**6%**	**3%**

Only one link collision was reported in the study area within the five-year period. The single link collision occurred on Centennial Street between Corydon Avenue and John Brebeuf Place in 2017. The collision was a property damage only severity type with a sideswipe (same direction) configuration.

There were no pedestrian or cyclist collisions recorded within the study area.

6 DAILY TRAFFIC VOLUMES

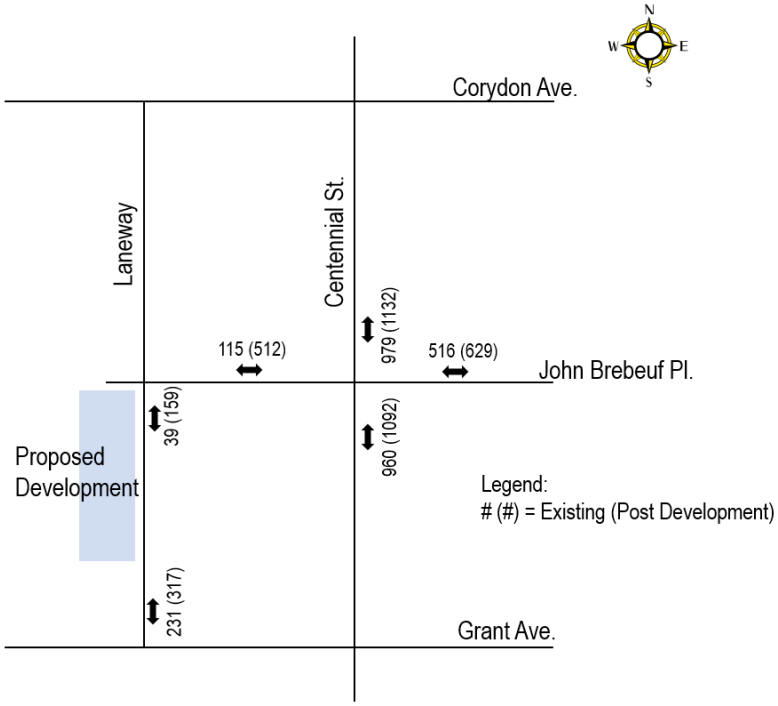
Public Works requested that existing and post development daily traffic volumes on Centennial Street, John Brebeuf Place, and the laneway be reviewed. Twenty-four hour counts were completed at the intersection of Centennial Street at John Brebeuf Place, John Brebeuf Place at the laneway, and Grant Avenue at the laneway. The laneway at Grant Avenue also provides access to a small commercial site, which was captured in the traffic counts and likely contributed to the significantly higher traffic volumes counted at the south end of the laneway versus the north end. The distribution of future trips was based on the distribution of existing traffic.

The City's Transportation Standards Manual lists the maximum typical daily traffic volumes as 350 vehicles per day on public lanes and 1,000 vehicles per day on a residential local street. Existing daily volumes on Centennial Street are approaching the City's maximum typical daily traffic volume of 1,000 vehicles per day, even though each house on Centennial Street has back lane access connecting directly to Grant Avenue and Corydon Avenue, which should reduce the number of trips on Centennial Street that would be made by the residents living on the block. As previously noted, a review of peak hour traffic counts on Centennial Street from Grant Avenue to Corydon Avenue indicate that cut-through traffic is occurring, likely due to congestion on Kenaston Boulevard, increasing traffic volumes on Centennial Street.

The future post development daily volumes include the proposed development and the background development. The increase in daily traffic volumes on Centennial Street is not significant (153 additional vehicles north of John Brebeuf Place and 132 additional vehicles south of John Brebeuf Place), but the daily volumes with the proposed development are forecast to be over 1,000 vehicles per day (with 1,132 vehicles per day north of John Brebeuf Place and 1,092 vehicles per day south of John Brebeuf Place).

The daily traffic on John Brebeuf Place increases from 115 to 512 vehicles per day west of Centennial Street, and increases from 516 to 629 vehicles per day east of Centennial Street. Daily traffic on the laneway south of John Brebeuf Place increases from 39 to 159 vehicles per day, and north of Grant Avenue increases from 231 to 317 vehicles per day, both within the acceptable range for public lanes. Existing and post development daily traffic volumes are illustrated in **Figure 6.1**.

Figure 6.1: Existing and Post Development Daily Traffic Volumes



7 MULTI-MODAL ANALYSIS

7.1 PEDESTRIAN AND CYCLIST FACILITIES

There are a number of existing pedestrian and cyclist facilities in the area. A sidewalk will be constructed on John Brebeuf Place adjacent to the site west of the laneway, and the proposed development will feature a connection to the sidewalk on John Brebeuf Place. The City's Winnipeg Cycling Map is illustrated in **Figure 7.1** and shows John Brebeuf Place as a neighbourhood greenway, continuing east on Fleet Avenue. The location of the CP La Riviere subdivision between John Brebeuf Place and Fleet Avenue is highlighted in **Figure 7.2**. There is currently no pedestrian crossing of the CP rail line at this location, as shown in the screenshot of Google Streetview on John Brebeuf Place facing the CP rail line in **Figure 7.3**. Pedestrians and cyclists can use Grosvener Avenue or Taylor Avenue to safely cross the CP rail line. The area is well connected in all directions, with the pedestrian bridge adjacent to the rail bridge over the Assiniboine River north of the site, multiple available routes into downtown, and dedicated multi-use pathways to the south and west.

At the time of this report the *Pedestrian and Cycling Strategies* was in the process of being updated as part of the Transportation Master Plan: 2050 project. There are plans for Primary Network routes on Kenaston Boulevard and Grant Avenue, and Secondary Network routes on John Brebeuf Place and Centennial Street, with a connection across the CP rail line from John Brebeuf Place to Fleet Avenue. The Proposed Bicycle Network from the Transportation Master Plan: 2050 Public Engagement is illustrated in **Figure 7.4**.

7.2 TRANSIT SERVICE

There are five Winnipeg Transit routes that currently operate near the proposed development:

- Route 18: North Main – Corydon (91 buses on weekdays at eastbound Corydon Avenue at Centennial Street stop, 86 buses on weekdays at westbound Corydon Avenue at Centennial Street stop);
- Route 66: Grant; (79 buses on weekdays at eastbound Grant Avenue at Centennial Street stop, 79 buses on weekdays at westbound Grant Avenue at Centennial Street stop);
- Route 74: Kenaston (42 buses on weekdays northbound Kenaston Boulevard at Carpathia Road stop, 38 buses on weekdays at southbound Kenaston Boulevard at Carpathia Road stop);
- Route 78: Waverley (53 buses on weekdays at eastbound Corydon Avenue at Centennial Street stop, 58 buses on weekdays at westbound Corydon Avenue at Centennial Street stop); and
- Route 95: Tuxedo – Riverview (16 buses on weekdays northbound Kenaston Boulevard at Carpathia Road stop, 15 buses on weekdays at southbound Kenaston Boulevard at Carpathia Road stop).

The study area is well connected by transit with five routes operating frequently at stops within a reasonable walking distance. The transit stops serving the routes listed above are illustrated in **Figure 7.5**, with each location shown representing stops in both directions (east and west, or north and south).

The Winnipeg Transit Master Plan was adopted by City Council in April of 2021. According to the Winnipeg Transit Short Term Network Plan (**Figure 7.6**), a frequent line (Line C) is planned on Grant Avenue, and in the Winnipeg Transit Long Term Network Plan (**Figure 7.7**), Kenaston Boulevard will feature a frequent line and Grant Avenue will feature a new rapid line (Line C).

Figure 7.1: Winnipeg Cycling Infrastructure

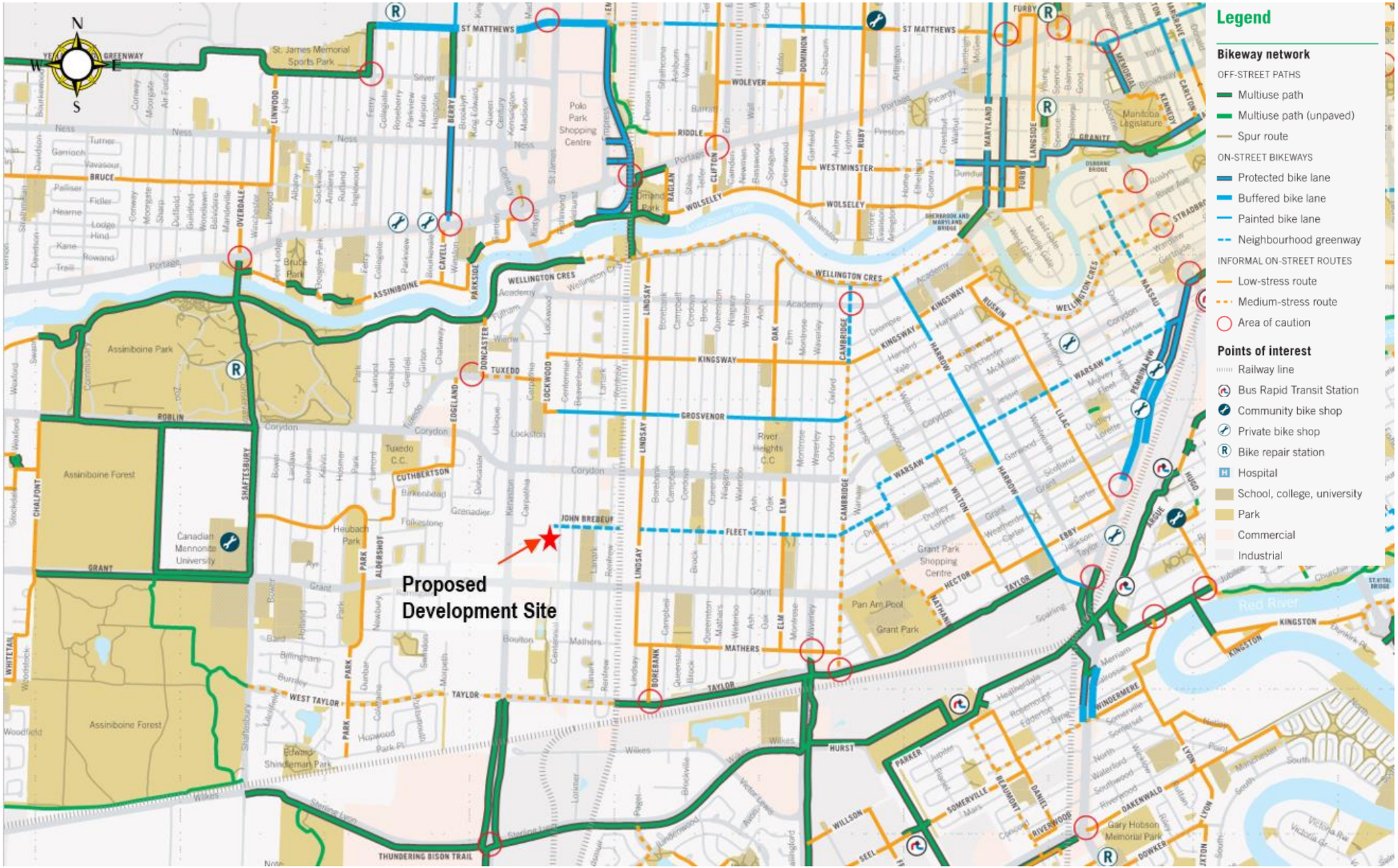


Figure 7.2: CP Rail Line Location



Figure 7.3: Google Streetview of John Brebeuf Place at CP Rail Line

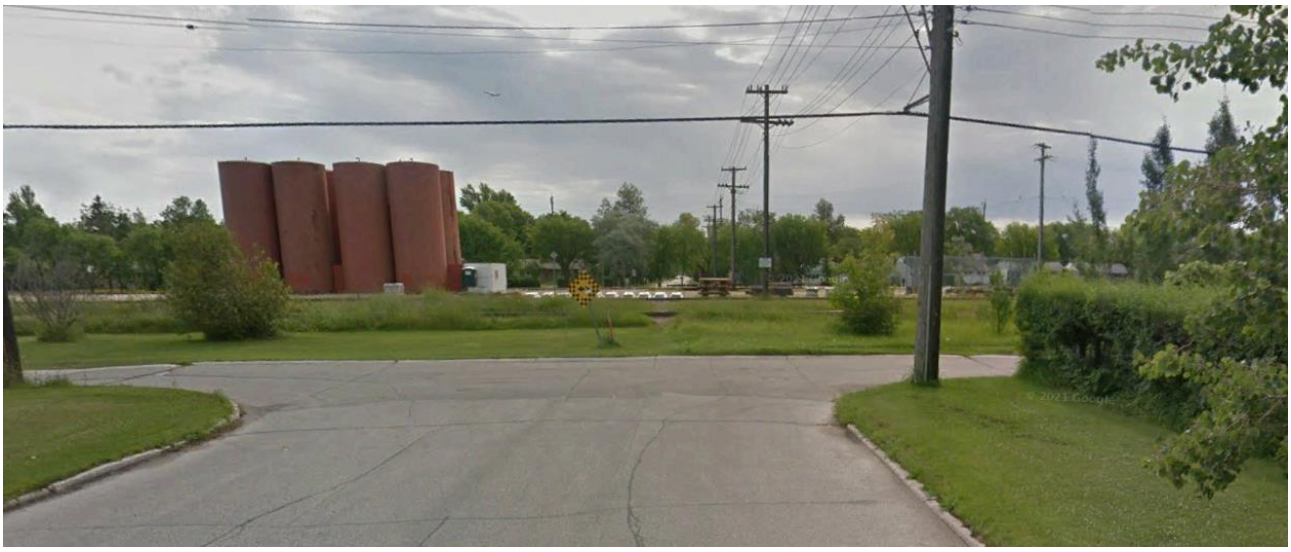


Figure 7.4: Transportation Master Plan: 2050 – Proposed Bicycle Network

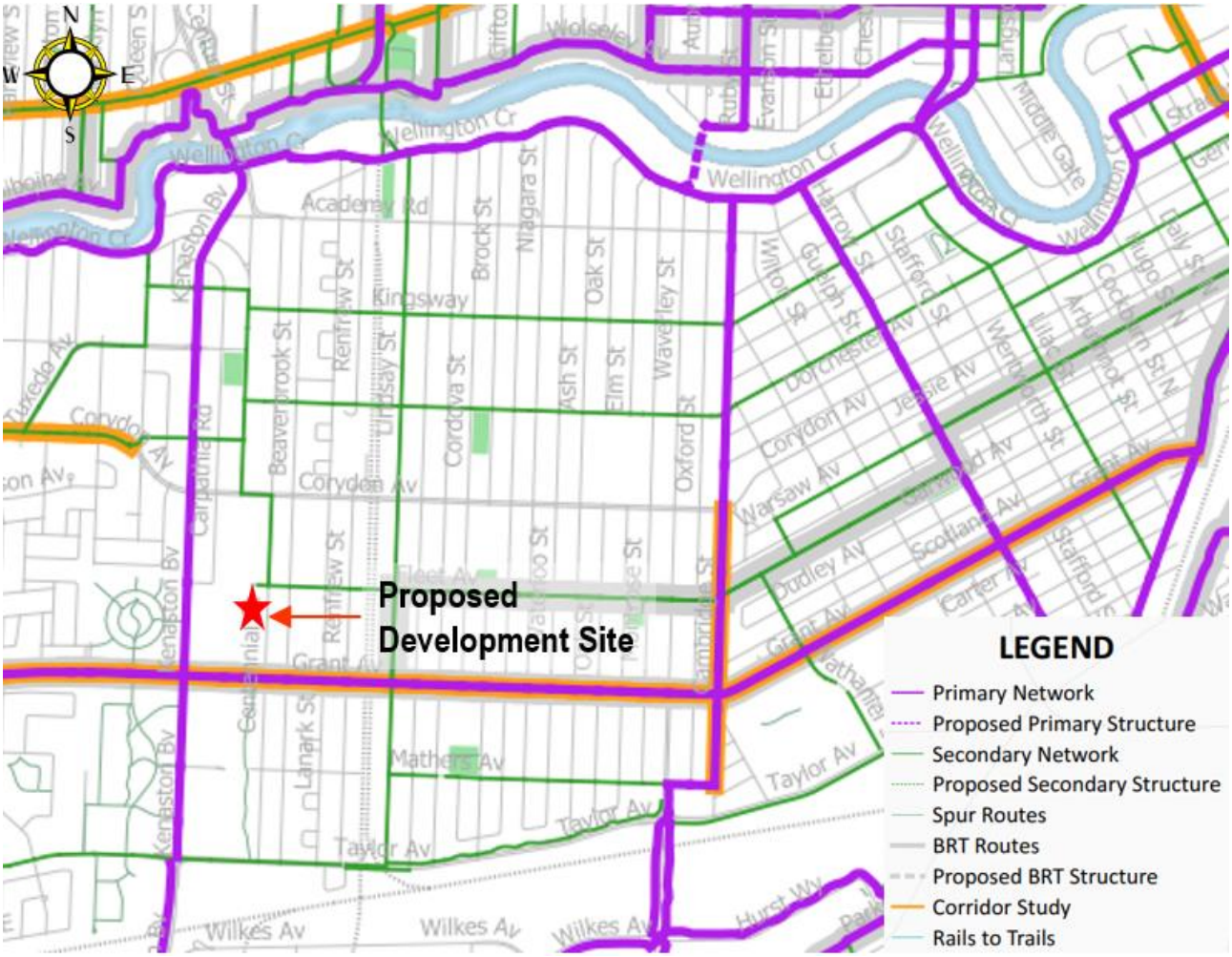


Figure 7.5: Transit Stops Near Proposed Site

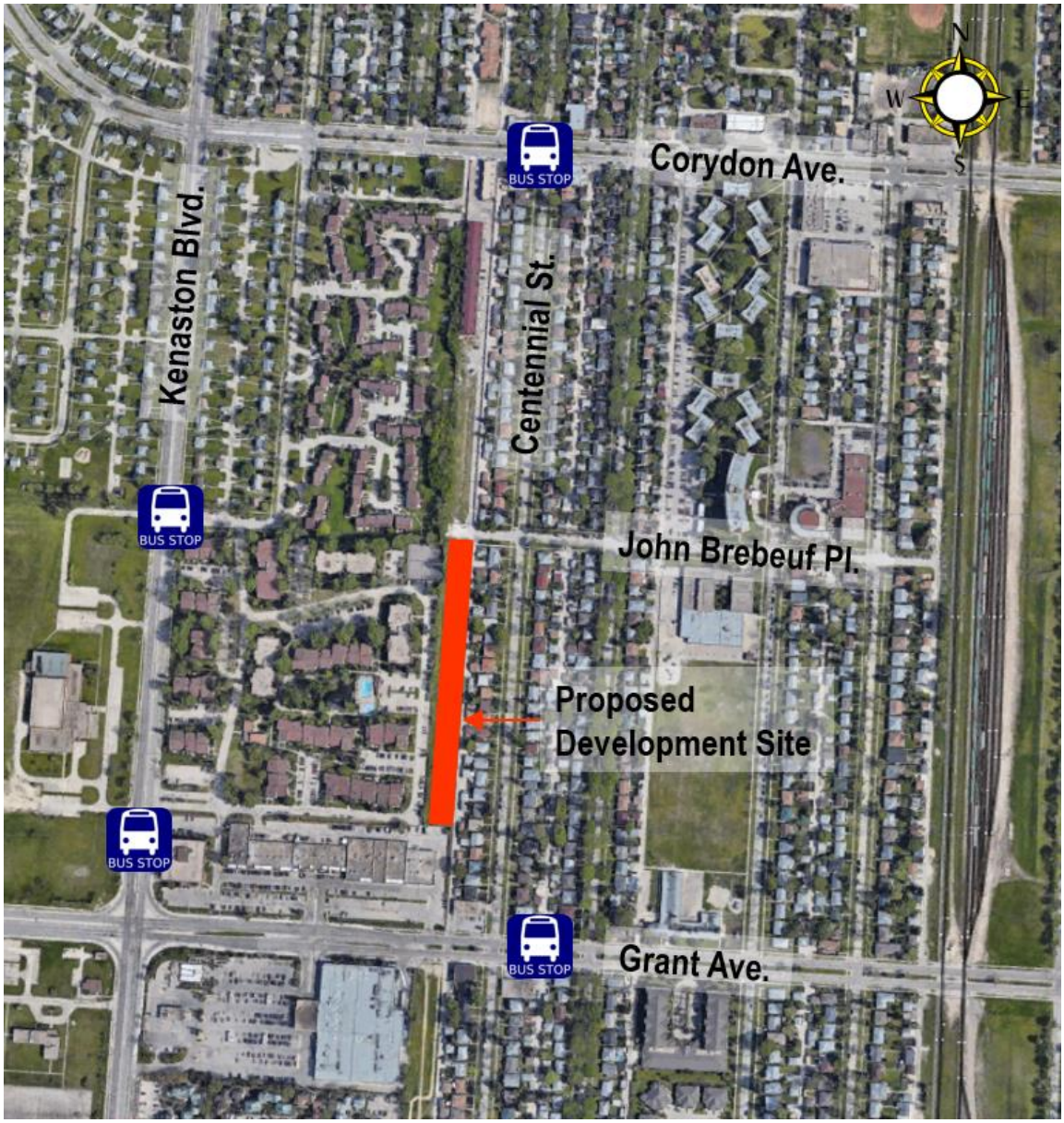


Figure 7.6: Winnipeg Transit Short Term Network Plan

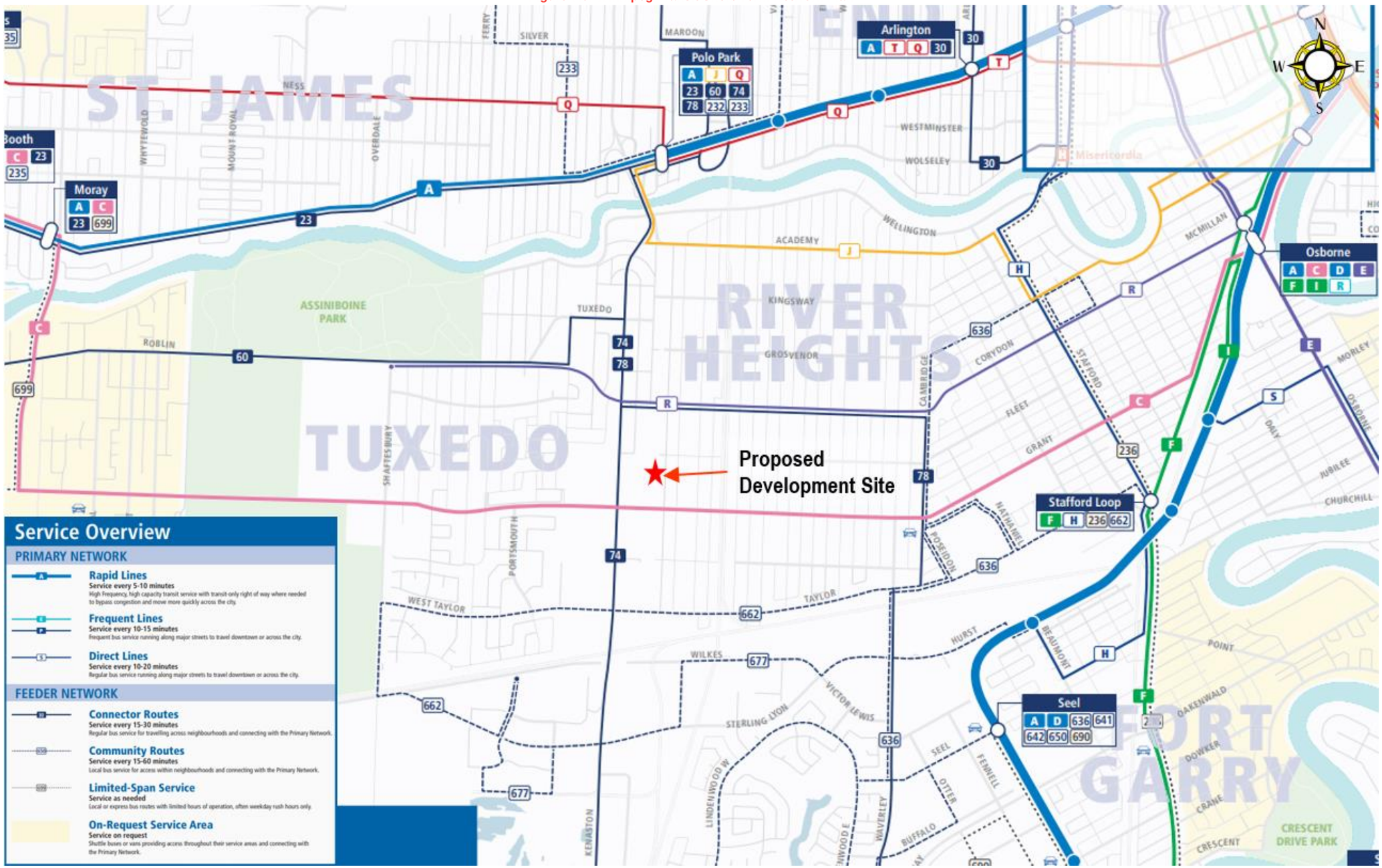
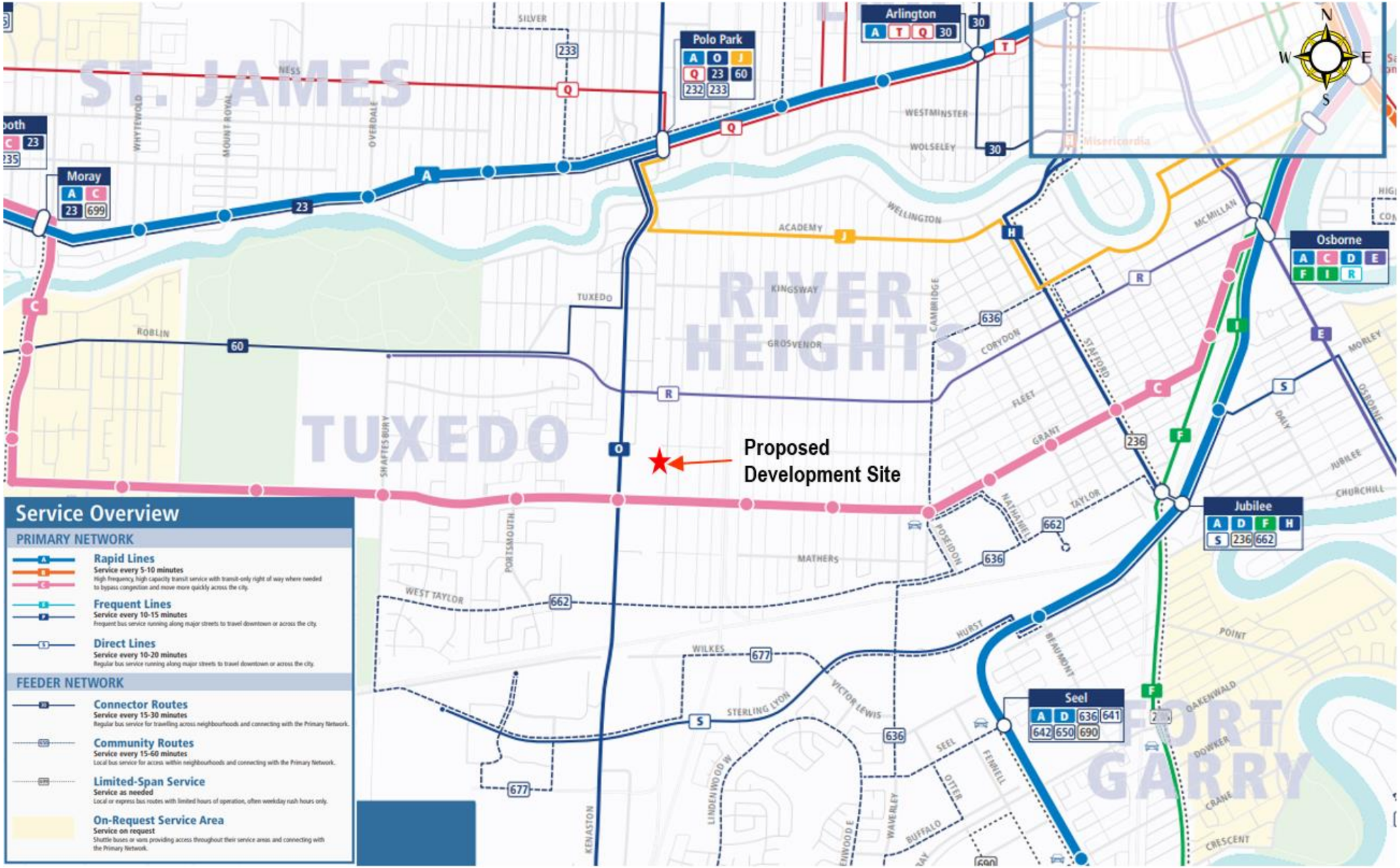


Figure 7.7: Winnipeg Transit Long Term Network Plan



8 CONCLUSIONS

The following conclusions are made for the proposed John Brebeuf Place multi-family development based on the results of the analysis:

- The development is proposed to include 63 low-rise multi-family units with full build-out by 2024.
- The proposed development is forecast to generate 36 new auto trips (9 entering and 27 exiting) during the weekday a.m. peak hour, 40 new trips (25 entering and 15 exiting) during the weekday p.m. peak hour, and 213 new trips (206 entering and 207 exiting) on a weekday.
- The background development in the area is forecast to generate eight new trips (three entering and five exiting) during the weekday a.m. peak hour, eight new trips (five entering and three exiting) during the weekday p.m. peak hour, and 112 new trips (56 entering and 56 exiting) on a weekday.
- Development traffic can be accommodated at all study area intersections with the existing geometry, and signals are not warranted at any study area intersection.
- Most collisions in the study area were property damage only (63 percent), and the remaining were non-fatal injury (37 percent). Most intersection collisions were 90 degree collisions (62 percent).
- Existing daily volumes on Centennial Street are approaching the City's maximum typical daily traffic volume of 1,000 vehicles per day, even though each house on Centennial Street has back lane access connecting directly to Grant Avenue and Corydon Avenue, which should reduce the number of trips on Centennial Street that would be made by the residents living on the block. A review of peak hour traffic counts on Centennial Street from Grant Avenue to Corydon Avenue indicate that cut-through traffic is occurring, likely due to congestion on Kenaston Boulevard, increasing traffic volumes on Centennial Street.
- The daily volumes on Centennial Street are forecast to be over 1,000 vehicles per day with the proposed development (1,132 vehicles per day north of John Brebeuf Place and 1,092 vehicles per day south of John Brebeuf Place); however, there is likely existing cut-through traffic on Centennial Street during peak hours which is increasing the existing traffic volumes.
- The daily traffic on John Brebeuf Place is forecast to be 512 vehicles per day west of Centennial Street and 629 vehicles per day east of Centennial Street. Daily traffic volumes on the laneway are forecast to be 159 vehicles per day south of John Brebeuf Place, and 317 vehicles per day north of Grant Avenue, both within the acceptable range for public lanes.
- The area is well-connected via transit and sidewalks / multi-use pathways.

APPENDIX

A TRAFFIC COUNTS

Type Road
Classification Cars

	Centennial St Southbound				Corydon Ave Westbound				Centennial St Northbound				Corydon Ave Eastbound				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
7:00 AM	5	0	3	0	1	44	1	0	1	2	0	0	4	38	2	0	
7:15 AM	0	0	0	0	1	44	1	2	1	2	1	0	5	49	0	0	
7:30 AM	3	0	2	0	2	83	1	3	2	5	4	0	1	75	3	6	
7:45 AM	4	0	0	0	1	82	2	0	2	6	21	0	4	83	2	0	
8:00 AM	1	0	3	0	1	94	2	0	2	21	14	0	2	102	2	5	
8:15 AM	3	0	1	0	2	124	1	0	2	18	13	0	4	111	4	1	
8:30 AM	4	1	1	0	0	119	3	0	4	11	14	0	6	135	3	1	
8:45 AM	9	1	2	0	1	135	6	1	7	5	6	0	5	113	2	1	
9:00 AM	9	0	2	0	1	129	1	0	3	5	7	0	4	85	2	3	
9:15 AM	4	0	0	0	2	74	2	0	0	1	3	0	3	76	3	8	
9:30 AM	4	2	2	0	0	67	2	0	0	1	0	0	2	62	1	0	
9:45 AM	4	0	2	0	1	77	2	0	1	4	3	0	1	74	1	2	
10:00 AM	4	0	0	0	3	70	3	0	2	0	1	0	1	73	0	4	
10:15 AM	2	2	1	0	3	76	2	1	1	1	2	0	2	54	1	4	
10:30 AM	4	2	1	0	1	104	1	0	0	0	2	0	3	81	2	3	
10:45 AM	0	2	3	0	0	82	1	1	1	2	4	0	5	60	5	3	
11:00 AM	3	1	2	0	1	73	4	2	0	3	2	0	2	71	0	2	
11:15 AM	1	3	0	0	0	76	1	0	5	0	6	0	1	82	0	1	
11:30 AM	4	1	0	0	0	91	0	1	2	1	4	0	3	69	3	3	
11:45 AM	3	0	0	0	4	81	1	2	2	2	4	0	3	80	0	4	
12:00 PM	1	3	0	0	0	81	2	0	1	1	1	0	3	71	2	4	
12:15 PM	1	3	3	0	1	80	1	1	1	1	3	0	4	95	5	1	
12:30 PM	1	1	4	0	1	108	2	1	6	1	0	0	5	87	1	1	
12:45 PM	5	4	1	0	1	90	5	1	0	0	4	0	5	96	2	2	
1:00 PM	4	6	1	0	0	89	2	0	1	3	2	0	3	89	1	3	
1:15 PM	1	3	1	0	2	89	1	0	0	1	1	0	3	82	2	1	
1:30 PM	1	2	4	0	0	78	2	2	2	0	2	0	5	82	2	1	
1:45 PM	1	0	0	0	4	90	1	1	2	1	5	0	2	78	3	1	
2:00 PM	4	2	0	0	0	76	3	1	2	0	2	0	3	91	5	1	
2:15 PM	6	1	1	0	2	97	3	0	1	3	0	0	3	92	2	1	
2:30 PM	4	3	1	0	0	70	2	1	0	0	2	0	10	77	5	0	
2:45 PM	6	3	1	0	3	161	4	0	3	1	1	0	8	122	2	1	
3:00 PM	2	3	3	0	0	102	1	1	3	0	5	0	8	112	1	2	
3:15 PM	3	0	4	0	0	110	1	1	6	3	4	0	9	135	4	4	
3:30 PM	2	5	2	0	1	137	2	0	5	2	4	0	5	137	5	2	
3:45 PM	4	3	2	0	4	155	4	2	1	0	1	0	7	120	3	1	1143
4:00 PM	7	9	4	0	1	123	4	1	1	0	2	0	7	140	2	1	1202
4:15 PM	6	5	2	0	0	130	4	1	1	1	2	0	10	154	1	1	1236
4:30 PM	4	10	4	0	0	125	3	1	2	0	6	0	13	126	1	5	1227
4:45 PM	4	10	6	0	2	128	3	1	3	2	3	0	6	149	3	2	1242
5:00 PM	3	14	9	0	0	137	5	4	3	2	2	0	5	122	6	1	1253
5:15 PM	6	7	7	0	3	105	0	2	4	1	3	0	11	140	5	1	1230
5:30 PM	2	6	4	0	2	99	5	3	3	2	4	0	7	117	4	3	1191
5:45 PM	8	3	4	0	1	96	1	0	1	1	4	0	5	118	0	1	1112
6:00 PM	1	7	0	0	1	118	5	0	2	2	2	0	4	102	3	2	1048
6:15 PM	3	1	0	0	0	98	1	0	2	0	1	0	5	72	3	1	940
6:30 PM	1	5	4	0	3	91	1	1	2	0	1	0	2	80	3	3	
6:45 PM	2	2	1	0	1	75	1	0	2	3	5	0	2	68	1	0	

Type Road
Classification Trucks

	Centennial St Southbound				Corydon Ave Westbound				Centennial St Northbound				Corydon Ave Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
7:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	4	0	0
7:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
7:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0
7:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	9	0	0
8:00 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	4	1	0
8:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	7	0	0
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	6	0	0
8:45 AM	1	0	0	0	0	4	0	0	0	0	0	0	0	2	2	0
9:00 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	4	0	0
9:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	6	0	0
9:30 AM	1	0	0	0	0	5	0	0	0	0	0	0	0	2	2	0
9:45 AM	1	0	0	0	0	6	0	0	0	0	0	0	0	4	0	0
10:00 AM	1	0	0	0	0	4	0	0	0	0	0	0	0	6	1	0
10:15 AM	0	0	0	0	0	2	1	0	0	0	0	0	1	4	0	0
10:30 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	3	0	1
10:45 AM	1	0	0	0	1	6	0	0	0	0	0	0	0	4	2	0
11:00 AM	2	0	0	0	1	3	0	0	0	0	0	0	0	3	0	0
11:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
11:30 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0
11:45 AM	1	0	0	0	0	3	0	0	0	0	0	0	0	2	2	0
12:00 PM	0	0	1	0	0	7	0	0	0	0	0	0	0	6	0	1
12:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0
12:30 PM	0	0	0	0	0	9	0	0	0	0	0	0	1	2	1	0
12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0
1:00 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0
1:15 PM	1	0	0	0	0	4	0	0	0	0	0	0	0	6	0	0
1:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0
1:45 PM	1	0	0	0	0	4	0	0	0	0	0	0	0	6	0	1
2:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	5	1	0
2:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
2:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0
2:45 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	3	0	0
3:00 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	6	0	1
3:15 PM	0	0	1	0	2	4	0	0	0	1	0	0	1	5	0	0
3:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
3:45 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	6	0	0
4:00 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0
4:15 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0
4:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
4:45 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0
5:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0
5:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0
5:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0
5:45 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
6:00 PM	1	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
6:15 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0
6:30 PM	0	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0
6:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0

Type Crosswalk

Classification Pedsperdirection

	Centennial St Southbound			Corydon Ave Westbound			Centennial St Northbound			Corydon Ave Eastbound		
Start Time	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	1	0	1	0	0	0
7:30 AM	1	2	3	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	0	1	3	1	4	0	1	1
8:00 AM	1	1	2	1	0	1	1	1	2	1	0	1
8:15 AM	1	0	1	1	0	1	3	1	4	1	0	1
8:30 AM	2	1	3	1	0	1	3	0	3	2	0	2
8:45 AM	1	3	4	0	0	0	2	0	2	0	1	1
9:00 AM	0	3	3	0	0	0	0	2	2	0	0	0
9:15 AM	0	1	1	0	0	0	1	2	3	0	1	1
9:30 AM	1	0	1	0	0	0	3	0	3	0	1	1
9:45 AM	0	0	0	1	1	2	0	0	0	1	0	1
10:00 AM	0	0	0	0	0	0	0	1	1	0	0	0
10:15 AM	1	1	2	0	0	0	1	0	1	0	0	0
10:30 AM	0	1	1	0	0	0	0	2	2	0	0	0
10:45 AM	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
11:15 AM	0	0	0	0	1	1	0	1	1	0	0	0
11:30 AM	0	0	0	0	0	0	2	0	2	0	0	0
11:45 AM	0	1	1	0	0	0	0	1	1	0	0	0
12:00 PM	1	0	1	0	0	0	0	0	0	0	0	0
12:15 PM	2	0	2	0	0	0	0	0	0	0	1	1
12:30 PM	0	1	1	0	0	0	0	1	1	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	1	0	1	0	0	0	0	1	1	1	1	2
1:15 PM	0	1	1	0	1	1	1	0	1	0	0	0
1:30 PM	1	1	2	0	0	0	0	0	0	1	0	1
1:45 PM	0	0	0	1	0	1	2	0	2	1	0	1
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	1
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	1	1	0	0	0
2:45 PM	0	1	1	0	1	1	0	0	0	0	1	1
3:00 PM	0	0	0	0	0	0	2	0	2	0	0	0
3:15 PM	0	3	3	1	0	1	2	0	2	0	1	1
3:30 PM	4	1	5	0	0	0	0	1	1	0	0	0
3:45 PM	0	1	1	2	0	2	0	0	0	0	0	0
4:00 PM	1	1	2	0	1	1	0	0	0	1	1	2
4:15 PM	1	1	2	0	0	0	1	2	3	1	0	1
4:30 PM	0	0	0	1	0	1	1	1	2	0	0	0
4:45 PM	1	0	1	1	0	1	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	1	0	0	0
5:30 PM	0	0	0	0	0	0	1	0	1	0	0	0
5:45 PM	0	0	0	1	0	1	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	1	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0

Type Road

Classification Cars

	Centennial St Southbound				Grant Avenue Westbound				Centennial St Northbound				Grant Avenue Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
7:00 AM	4	3	0	0	0	84	1	1	1	1	0	0	1	93	0	0
7:15 AM	6	0	0	0	1	79	0	0	1	3	1	0	2	95	1	0
7:30 AM	4	1	0	0	0	165	0	1	2	7	2	0	2	110	1	0
7:45 AM	3	1	2	0	2	134	0	0	2	27	5	0	4	144	2	1
8:00 AM	0	1	1	0	5	142	0	2	0	19	0	0	0	181	17	0
8:15 AM	2	0	3	0	4	149	1	0	3	19	4	0	0	155	11	0
8:30 AM	5	0	1	0	2	158	3	0	4	17	1	0	4	150	12	0
8:45 AM	8	4	3	0	3	164	2	1	2	5	4	0	5	160	5	0
9:00 AM	2	4	0	0	1	162	0	1	1	4	4	0	6	132	0	2
9:15 AM	7	1	0	0	1	118	0	2	4	2	2	0	3	113	1	0
9:30 AM	7	0	0	0	0	121	1	2	1	2	0	0	1	111	0	3
9:45 AM	2	0	1	0	5	115	0	0	1	4	1	0	1	106	1	3
10:00 AM	3	0	0	0	2	126	0	1	1	0	0	0	2	105	0	0
10:15 AM	3	0	1	0	1	127	0	0	0	1	0	0	3	113	1	0
10:30 AM	3	3	2	0	1	108	0	0	0	0	2	0	1	114	1	0
10:45 AM	1	1	0	0	3	125	3	1	2	2	1	0	0	118	3	3
11:00 AM	3	1	1	0	1	111	0	0	2	2	1	0	4	103	1	3
11:15 AM	5	2	1	0	1	123	2	3	2	0	2	0	1	112	10	0
11:30 AM	5	0	0	0	1	147	2	1	2	1	1	0	5	130	2	2
11:45 AM	4	1	0	0	3	116	4	5	1	2	2	0	7	138	2	2
12:00 PM	4	2	0	0	0	156	0	2	1	1	1	0	8	138	1	2
12:15 PM	4	2	0	0	2	128	4	3	1	2	0	0	2	144	2	1
12:30 PM	4	1	1	0	3	137	1	0	2	1	0	0	2	110	2	0
12:45 PM	7	1	1	0	0	136	1	1	1	2	1	0	3	147	1	0
1:00 PM	9	3	1	0	2	168	0	0	2	1	1	0	5	143	4	2
1:15 PM	3	2	1	0	1	145	1	0	0	1	2	0	4	108	1	1
1:30 PM	3	2	1	0	0	154	0	1	0	1	0	0	5	127	3	2
1:45 PM	6	0	0	0	1	145	0	2	0	0	0	0	4	137	4	1
2:00 PM	4	2	0	0	2	147	0	1	1	0	1	0	2	137	1	4
2:15 PM	5	2	1	0	0	124	0	2	0	3	1	0	1	134	1	1
2:30 PM	5	1	3	0	0	65	0	0	1	3	1	0	4	109	5	1
2:45 PM	7	3	2	0	3	244	2	0	6	0	1	0	6	170	4	4
3:00 PM	5	3	2	0	3	176	1	1	0	1	2	0	3	138	5	1
3:15 PM	8	2	1	0	4	193	4	0	3	6	1	0	2	179	4	3
3:30 PM	10	4	0	0	1	196	3	1	1	1	0	0	6	166	3	3
3:45 PM	6	0	1	0	1	256	4	0	3	4	5	0	6	154	4	1
4:00 PM	3	2	1	0	2	221	2	0	1	1	5	0	3	184	2	3
4:15 PM	9	4	3	0	3	218	3	1	2	2	0	0	4	191	0	2
4:30 PM	15	5	1	0	3	190	4	2	4	1	2	0	6	205	6	1
4:45 PM	13	7	1	0	4	188	3	2	2	2	1	0	8	158	6	2
5:00 PM	9	6	3	0	3	212	3	1	0	3	0	0	8	193	1	1
5:15 PM	18	5	1	0	4	171	1	6	4	2	1	0	5	169	9	1
5:30 PM	8	5	2	0	3	190	4	4	2	2	1	0	7	182	3	0
5:45 PM	8	4	0	0	1	156	1	0	0	3	2	0	8	142	3	2
6:00 PM	9	2	4	0	1	138	0	2	3	1	5	0	8	158	3	0
6:15 PM	1	3	2	0	1	168	1	1	3	0	1	0	3	119	1	0
6:30 PM	7	2	0	0	6	159	2	3	1	1	1	0	4	131	2	0
6:45 PM	2	2	2	0	1	116	2	2	0	2	2	0	2	110	4	0

Type Road
Classification Trucks

	Centennial St Southbound				Grant Avenue Westbound				Centennial St Northbound				Grant Avenue Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
7:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0
7:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0
7:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0
7:45 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0
8:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0
8:15 AM	0	0	0	0	0	9	0	0	0	0	0	0	0	5	0	0
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	8	0	0
8:45 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	7	0	0
9:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
9:15 AM	0	0	0	0	0	12	0	0	0	0	0	0	0	3	0	0
9:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0
9:45 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	8	0	0
10:00 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	10	0	0
10:15 AM	0	0	0	0	0	10	0	0	0	0	0	0	0	7	0	0
10:30 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	0
10:45 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	5	0	0
11:00 AM	0	0	0	0	0	9	0	0	0	0	0	0	0	1	0	0
11:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	8	0	0
11:30 AM	0	0	0	0	0	9	0	0	0	0	0	0	0	5	0	0
11:45 AM	0	0	0	0	0	9	0	0	0	0	0	0	0	6	0	0
12:00 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	5	0	0
12:15 PM	0	0	0	0	0	9	1	0	0	0	0	0	0	6	0	0
12:30 PM	0	0	1	0	0	7	1	0	0	0	0	0	0	5	0	0
12:45 PM	0	0	0	0	0	8	0	0	0	0	0	0	0	6	0	0
1:00 PM	0	0	0	0	0	9	0	1	0	0	0	0	0	6	0	0
1:15 PM	0	0	0	0	0	8	0	0	0	0	0	0	0	2	0	0
1:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	6	0	1
1:45 PM	0	0	1	0	0	7	0	0	0	0	0	0	0	4	0	0
2:00 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	4	0	0
2:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
2:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
2:45 PM	0	0	0	0	0	11	0	0	0	0	0	0	0	3	0	0
3:00 PM	0	0	0	0	0	8	0	0	0	0	0	0	0	5	0	0
3:15 PM	0	0	0	0	1	8	0	0	0	0	0	0	1	5	0	0
3:30 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	2	0	0
3:45 PM	0	0	0	0	0	9	0	0	0	0	0	0	0	1	0	0
4:00 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	4	0	0
4:15 PM	0	0	0	0	0	9	0	0	0	0	0	0	0	1	0	0
4:30 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0
4:45 PM	0	0	0	0	0	13	0	0	0	0	0	0	0	5	0	0
5:00 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	0
5:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0
5:45 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	7	0	0
6:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	9	0	0
6:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	11	0	0
6:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
6:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0

Type Crosswalk

Classification Pedsperdirection

	Centennial St Southbound			Grant Avenue Westbound			Centennial St Northbound			Grant Avenue Eastbound		
Start Time	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combined
7:00 AM	1	0		0	0		0	0		0	0	
7:15 AM	0	0		0	0		0	1		0	0	
7:30 AM	0	0		0	0		0	0		0	0	
7:45 AM	1	2		0	2		0	1		0	0	
8:00 AM	2	1		0	0		0	0		0	0	
8:15 AM	1	1		0	0		1	0		0	0	
8:30 AM	1	1		0	0		0	0		0	0	
8:45 AM	0	5		0	0		1	0		0	0	
9:00 AM	0	0		0	0		0	0		0	0	
9:15 AM	0	0		1	0		1	1		0	0	
9:30 AM	1	2		0	0		0	0		0	0	
9:45 AM	0	1		0	0		0	0		0	0	
10:00 AM	0	1		0	0		1	0		0	0	
10:15 AM	1	0		0	0		0	0		0	0	
10:30 AM	1	0		0	1		0	1		0	0	
10:45 AM	0	0		0	0		1	0		1	0	
11:00 AM	2	0		0	0		2	0		0	0	
11:15 AM	1	1		0	0		0	0		0	0	
11:30 AM	0	0		0	0		1	1		0	0	
11:45 AM	1	1		2	0		1	0		0	0	
12:00 PM	0	0		0	0		0	1		0	0	
12:15 PM	0	0		0	0		0	1		0	0	
12:30 PM	0	0		0	2		0	0		1	0	
12:45 PM	1	0		0	0		2	0		1	0	
1:00 PM	2	0		0	0		0	1		0	1	
1:15 PM	2	2		0	0		4	0		2	0	
1:30 PM	1	2		0	0		1	1		0	0	
1:45 PM	2	3		0	0		0	0		0	0	
2:00 PM	2	1		0	0		1	3		0	1	
2:15 PM	3	3		0	0		0	0		1	2	
2:30 PM	1	0		0	0		3	0		0	0	
2:45 PM	0	1		0	0		2	2		0	3	
3:00 PM	1	2		0	0		1	1		3	0	
3:15 PM	2	0		0	0		1	0		0	0	
3:30 PM	0	3		0	0		2	3		0	0	
3:45 PM	1	0		0	0		0	3		0	0	
4:00 PM	2	2		1	0		0	0		0	0	
4:15 PM	0	1		0	1		0	1		0	1	
4:30 PM	2	3		0	0		0	1		0	0	
4:45 PM	1	1		0	1		0	0		0	0	
5:00 PM	1	0		2	0		3	1		0	0	
5:15 PM	1	0		0	0		1	0		1	0	
5:30 PM	0	0		0	0		1	3		0	0	
5:45 PM	0	0		0	0		0	0		1	0	
6:00 PM	0	1		0	0		0	0		0	0	
6:15 PM	0	0		0	0		0	0		0	0	
6:30 PM	1	1		0	0		0	0		0	0	
6:45 PM	0	0		0	0		0	2		0	1	

Type Road
Classification Cars

	Centennial St Southbound				John Brebeuf Pl Westbound				Centennial St Northbound				John Brebeuf Pl Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
12:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:30 AM	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
6:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1	0
6:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
6:30 AM	0	3	1	0	1	0	1	0	0	0	1	0	0	0	0	0
6:45 AM	0	2	0	0	2	0	0	0	0	1	0	0	0	0	0	0
7:00 AM	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:15 AM	1	3	1	0	1	0	1	0	0	3	1	0	0	1	0	0
7:30 AM	0	2	1	0	3	0	2	0	0	7	0	0	0	0	0	0
7:45 AM	0	2	2	0	4	1	2	0	0	29	0	0	0	0	1	0
8:00 AM	0	1	2	0	2	0	1	0	2	38	0	0	1	0	0	0
8:15 AM	0	3	4	0	1	0	1	0	9	29	0	0	1	0	2	0
8:30 AM	1	1	9	0	8	0	5	0	10	19	1	0	0	1	1	0
8:45 AM	0	6	7	0	7	1	9	0	3	10	0	0	1	1	0	0
9:00 AM	0	3	5	0	3	1	1	0	1	7	0	0	1	0	1	0
9:15 AM	0	4	1	0	1	1	2	0	1	2	1	0	0	1	1	0
9:30 AM	1	4	0	0	0	1	3	0	1	1	1	0	0	0	0	0
9:45 AM	0	3	0	0	0	0	2	0	0	8	1	0	0	0	0	0
10:00 AM	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0
10:15 AM	0	4	2	0	1	0	0	0	1	3	0	0	0	0	0	0
10:30 AM	0	6	1	0	2	0	2	0	2	0	0	0	0	0	0	0
10:45 AM	0	4	2	0	2	0	0	0	3	5	0	0	0	0	1	0
11:00 AM	0	6	1	0	0	0	0	0	1	4	0	0	1	0	1	0
11:15 AM	0	4	0	0	5	1	1	0	2	6	0	0	0	0	0	0
11:30 AM	0	5	0	0	2	1	1	0	0	3	0	0	0	1	0	0
11:45 AM	0	2	0	0	3	0	0	0	0	5	1	0	0	0	0	0
12:00 PM	1	3	3	0	1	0	3	0	1	0	0	0	0	0	1	0
12:15 PM	0	6	2	0	0	0	1	0	3	3	1	0	0	0	1	0
12:30 PM	0	4	5	0	5	0	0	0	3	4	0	0	0	0	0	0
12:45 PM	0	8	5	0	2	0	2	0	0	1	1	0	0	1	0	0
1:00 PM	0	11	1	0	1	0	2	0	1	5	1	0	0	0	0	0
1:15 PM	1	3	2	0	0	0	1	0	2	1	0	0	0	0	0	0
1:30 PM	0	7	0	0	3	0	0	0	1	1	2	0	0	0	1	0
1:45 PM	0	5	0	0	0	0	1	0	1	5	0	0	0	0	0	0
2:00 PM	1	6	2	0	2	1	0	0	0	2	0	0	0	0	2	0
2:15 PM	0	5	2	0	1	0	4	0	2	2	0	0	0	0	0	0
2:30 PM	0	7	4	0	1	0	2	0	2	4	0	0	0	0	0	0
2:45 PM	1	14	0	0	1	0	1	0	5	3	0	0	0	1	0	0
3:00 PM	1	5	7	0	4	0	4	0	5	3	0	0	1	0	0	0
3:15 PM	1	3	4	0	2	0	5	0	4	10	1	0	0	0	2	0
3:30 PM	0	7	4	0	4	0	5	0	1	5	0	0	1	0	0	0
3:45 PM	0	5	6	0	0	1	4	0	7	0	1	0	0	0	1	0
4:00 PM	2	8	9	0	0	1	2	0	5	3	0	0	0	0	0	0
4:15 PM	0	12	4	0	1	0	3	0	3	4	1	0	1	1	0	0
4:30 PM	0	15	9	0	3	0	6	0	2	4	2	0	0	1	2	0
4:45 PM	0	15	8	0	2	1	3	0	2	5	2	0	1	1	0	0
5:00 PM	0	21	4	0	1	0	3	0	2	5	2	0	1	0	2	0
5:15 PM	1	14	3	0	2	0	4	0	3	5	1	0	0	0	0	0
5:30 PM	0	15	5	0	3	0	1	0	4	6	1	0	0	0	0	0
5:45 PM	0	6	3	0	0	0	2	0	3	4	0	0	1	0	1	0
6:00 PM	1	14	2	0	1	0	1	0	0	5	1	0	1	1	0	0
6:15 PM	0	1	4	0	2	0	3	0	0	0	1	0	0	0	1	0
6:30 PM	1	7	0	0	1	0	2	0	2	4	3	0	0	0	0	0
6:45 PM	0	5	2	0	3	0	0	0	3	5	0	0	0	0	0	0
7:00 PM	0	4	1	0	0	0	2	0	0	0	1	0	1	0	0	0
7:15 PM	0	4	0	0	0	0	0	0	1	2	0	0	1	1	0	0
7:30 PM	0	4	1	0	0	0	1	0	1	0	1	0	0	0	0	0
7:45 PM	1	8	0	0	1	0	0	0	2	5	3	0	0	0	0	0
8:00 PM	0	1	2	0	1	0	4	0	1	3	0	0	0	0	0	0
8:15 PM	0	5	1	0	0	0	1	0	1	3	0	0	0	0	0	0
8:30 PM	0	1	0	0	0	0	1	0	2	1	1	0	0	0	0	0
8:45 PM	0	3	2	0	1	0	1	0	0	2	0	0	0	0	0	0
9:00 PM	0	1	1	0	0	0	1	0	0	1	0	0	0	0	0	0
9:15 PM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0
9:30 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
9:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:00 PM	0	2	1	0	1	0	1	0	1	2	0	0	0	0	1	0
10:15 PM	0	3	1	0	1	0	1	0	1	2	0	0	0	0	0	0
10:30 PM	0	3	1	0	1	0	1	0	1	2	0	0	0	0	0	0
10:45 PM	0	2	1	0	1	0	1	0	1	2	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type Road
Classification Trucks

	Centennial St Southbound				John Brebeuf Pl Westbound				Centennial St Northbound				John Brebeuf Pl Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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	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	1	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	1	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	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	1	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	1	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	0	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	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	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM																
9:00 PM																
9:15 PM																
9:30 PM																
9:45 PM																
10:00 PM																
10:15 PM																
10:30 PM																
10:45 PM																
11:00 PM																
11:15 PM																
11:30 PM																
11:45 PM																

Type Crosswalk

Classification Pedsperdirection

	Centennial St Southbound			John Brebeuf Pl Westbound			Centennial St Northbound			John Brebeuf Pl Eastbound		
Start Time	Peds CW	Peds CCW	Peds Combine	Peds CW	Peds CCW	Peds Combine	Peds CW	Peds CCW	Peds Combine	Peds CW	Peds CCW	Peds Combine
12:00 AM	0	0		0	0		0	0		0	0	
12:15 AM	0	0		0	0		0	0		0	0	
12:30 AM	0	0		0	0		0	0		0	0	
12:45 AM	0	0		0	0		0	0		0	0	
1:00 AM	0	0		0	0		0	0		0	0	
1:15 AM	0	0		0	0		0	0		0	0	
1:30 AM	0	0		0	0		0	0		0	0	
1:45 AM	0	0		0	0		0	0		0	0	
2:00 AM	0	0		0	0		0	0		0	0	
2:15 AM	0	0		1	0		0	0		0	0	
2:30 AM	0	0		0	0		0	0		0	0	
2:45 AM	0	0		0	0		0	0		0	0	
3:00 AM	0	0		0	0		0	0		0	0	
3:15 AM	0	0		0	0		0	0		0	0	
3:30 AM	0	0		0	0		0	0		0	0	
3:45 AM	0	0		0	0		0	0		0	0	
4:00 AM	0	0		0	0		0	0		0	0	
4:15 AM	0	0		0	0		0	0		0	0	
4:30 AM	0	0		0	0		0	0		0	0	
4:45 AM	0	0		0	0		0	0		0	0	
5:00 AM	0	0		0	0		0	0		0	0	
5:15 AM	1	0		0	0		0	1		1	0	
5:30 AM	0	1		0	0		1	0		0	1	
5:45 AM	0	0		0	0		0	0		0	0	
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	1	
6:30 AM	0	0		0	0		0	0		1	1	
6:45 AM	0	0		0	0		0	1		0	0	
7:00 AM	0	0		0	0		0	0		3	0	
7:15 AM	0	0		0	0		0	0		0	0	
7:30 AM	1	1		0	0		0	0		0	0	
7:45 AM	0	0		0	0		0	0		0	0	
8:00 AM	0	0		0	0		1	0		1	0	
8:15 AM	0	0		0	0		0	0		2	0	
8:30 AM	0	0		0	0		0	2		0	0	
8:45 AM	0	0		0	0		0	4		1	0	
9:00 AM	0	1		0	0		0	0		0	0	
9:15 AM	0	1		0	0		0	0		0	1	
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	1	0		0	0		0	0		0	0	
10:45 AM	0	0		0	0		1	0		0	0	
11:00 AM	0	0		0	0		0	0		1	0	
11:15 AM	1	0		0	0		0	0		0	0	
11:30 AM	0	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	0	0		0	0		0	0		0	0	
12:30 PM	0	0		0	0		0	0		0	0	
12:45 PM	0	0		0	0		1	0		1	0	
1:00 PM	0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	0		0	0	
1:45 PM	0	0		0	0		1	0		0	0	
2:00 PM	0	0		0	0		0	0		0	1	
2:15 PM	0	0		0	0		0	1		0	1	
2:30 PM	0	0		0	0		0	0		0	0	
2:45 PM	0	0		0	0		1	0		0	0	
3:00 PM	0	1		0	0		0	0		0	1	
3:15 PM	2	1		0	0		1	2		0	0	
3:30 PM	0	0		0	0		11	1		0	0	
3:45 PM	0	0		0	0		2	0		0	0	
4:00 PM	0	0		0	0		1	0		0	0	
4:15 PM	0	0		0	0		0	0		1	0	
4:30 PM	0	0		0	0		0	0		0	0	
4:45 PM	0	0		0	0		0	1		0	0	
5:00 PM	0	0		0	0		0	0		0	0	
5:15 PM	0	0		0	0		0	1		0	0	
5:30 PM	0	0		0	0		0	0		1	0	
5:45 PM	0	0		0	0		1	0		0	0	
6:00 PM	0	0		0	0		0	0		0	0	
6:15 PM	1	0		0	0		0	0		0	0	
6:30 PM	0	0		0	0		1	0		0	0	
6:45 PM	0	0		0	0		0	0		0	0	
7:00 PM	0	0		0	0		0	0		0	0	
7:15 PM	0	0		0	0		0	0		0	0	
7:30 PM	0	0		0	0		0	1		0	0	
7:45 PM	0	1		0	0		0	0		0	0	
8:00 PM	1	0		0	0		0	0		0	0	
8:15 PM	0	0		0	0		0	0		0	0	
8:30 PM	0	0		0	0		0	0		0	0	
8:45 PM	0	0		0	0		0	0		0	0	
9:00 PM												
9:15 PM												
9:30 PM												
9:45 PM												
10:00 PM												
10:15 PM												
10:30 PM												
10:45 PM												
11:00 PM												
11:15 PM												
11:30 PM												
11:45 PM												

Type Road
Classification Cars

	Backlane Southbound				Grant Ave Westbound				Backlane Northbound				Grant Ave Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
2:00 PM	1	0	1	0	0	146	0	0	0	0	0	0	1	124	1	1
2:15 PM	2	0	1	0	0	145	1	0	1	0	0	0	1	160	0	1
2:30 PM	1	0	0	0	0	147	0	0	0	0	0	0	1	137	0	0
2:45 PM	0	0	1	0	0	190	0	1	0	0	0	0	0	156	0	0
3:00 PM	0	0	1	0	0	191	1	1	0	0	1	0	1	169	2	0
3:15 PM	2	0	0	0	0	219	0	1	2	0	0	0	0	180	1	0
3:30 PM	3	0	2	0	0	204	0	1	0	0	1	0	1	164	1	0
3:45 PM	0	0	0	0	0	236	1	1	1	1	1	0	1	176	1	0
4:00 PM	0	0	2	0	0	206	0	2	1	0	0	0	0	170	2	0
4:15 PM	2	0	0	0	0	229	0	1	0	0	0	0	0	172	2	0
4:30 PM	3	0	3	0	1	193	2	2	1	0	1	0	2	186	0	0
4:45 PM	3	0	2	0	0	213	0	2	1	0	0	0	3	177	0	0
5:00 PM	3	1	0	0	2	219	1	1	0	0	1	0	1	186	2	0
5:15 PM	1	0	2	0	1	211	0	1	1	0	0	0	0	179	2	0
5:30 PM	3	0	1	0	0	188	1	0	0	0	0	0	0	173	3	0
5:45 PM	3	0	0	0	1	215	0	0	0	0	0	0	0	178	3	0
6:00 PM	2	0	7	0	0	162	0	0	1	0	1	0	1	133	2	0
6:15 PM	2	0	1	0	2	142	1	0	0	1	0	0	0	141	0	0
6:30 PM	2	0	0	0	1	147	0	0	1	0	0	0	0	155	0	0
6:45 PM	3	1	1	0	0	133	0	0	0	0	1	0	0	134	2	0
7:00 PM	3	0	0	0	0	112	0	0	0	0	0	0	1	109	1	0
7:15 PM	3	0	1	0	1	98	0	0	3	0	0	0	2	100	0	0
7:30 PM	1	0	0	0	0	85	0	0	0	0	0	0	0	90	1	0
7:45 PM	1	0	2	0	1	99	0	0	0	0	0	0	0	99	1	1
8:00 PM	3	0	0	0	0	85	0	0	0	0	0	0	0	80	0	0
8:15 PM	2	0	0	0	0	77	0	0	1	0	0	0	0	81	1	0
8:30 PM	0	0	0	0	1	91	0	0	0	0	0	0	1	94	0	0
8:45 PM	0	0	0	0	0	59	0	0	0	0	0	0	0	55	0	0
9:00 PM	2	0	0	0	0	52	1	0	0	0	0	0	0	61	0	0
9:15 PM	0	0	0	0	1	60	0	0	0	0	1	0	1	81	0	0
9:30 PM	0	0	1	0	0	57	0	1	0	0	0	0	0	69	0	0
9:45 PM	0	0	0	0	0	55	0	0	1	0	0	0	0	54	0	0
10:00 PM	0	0	0	0	0	52	0	0	0	0	0	0	0	44	0	0
10:15 PM	0	0	0	0	0	42	0	0	0	0	0	0	0	31	0	0
10:30 PM	0	0	0	0	0	18	0	0	0	0	0	0	0	36	0	0
10:45 PM	0	0	0	0	0	25	0	0	0	0	0	0	0	32	0	0
11:00 PM	0	0	0	0	0	26	0	0	0	0	0	0	0	34	0	0
11:15 PM	0	0	0	0	0	21	0	0	0	0	0	0	0	24	0	0
11:30 PM	0	0	0	0	0	24	0	0	0	0	0	0	0	24	0	0
11:45 PM	0	0	0	0	0	23	0	0	0	0	0	0	0	12	0	0
12:00 AM	2	0	0	0	0	14	1	0	0	0	0	0	1	15	0	0
12:15 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	17	0	0
12:30 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	7	0	0
12:45 AM	1	0	0	0	0	8	0	0	0	0	1	0	0	6	0	0
1:00 AM	0	0	0	0	0	10	0	0	0	0	0	0	0	8	0	0
1:15 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	7	0	0
1:30 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	7	0	0
1:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0
2:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0
2:15 AM	0	0	0	0	0	10	0	0	0	0	0	0	0	5	0	0
2:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	6	0	0
2:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0
3:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	9	0	0
3:15 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	3	0	0
3:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0
3:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
4:00 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	1	0	0
4:15 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0
4:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	4	0	0
4:45 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	12	0	0
5:00 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	13	0	0
5:15 AM	0	0	0	0	0	11	0	0	0	0	0	0	0	28	0	0
5:30 AM	0	0	0	0	0	14	0	0	0	0	0	0	0	40	0	0
5:45 AM	0	0	0	0	0	18	0	0	0	0	0	0	0	45	0	0
6:00 AM	0	0	0	0	0	23	0	0	0	0	0	0	0	37	0	0
6:15 AM	0	0	0	0	0	30	0	0	0	0	0	0	0	46	0	0
6:30 AM	0	0	0	0	0	53	0	0	0	0	1	0	0	60	0	0
6:45 AM	1	0	0	0	0	65	0	0	1	0	1	0	0	74	0	0
7:00 AM	0	0	0	0	0	84	0	0	0	0	0	0	0	93	0	0
7:15 AM	0	0	0	0	0	93	1	0	1	0	1	0	0	85	0	0
7:30 AM	0	0	1	0	0	53	1	0	1	0	0	0	1	118	1	1
7:45 AM	1	0	0	0	1	140	1	0	1	0	0	0	2	136	1	0
8:00 AM	0	0	1	0	0	152	0	0	0	0	0	0	0	156	0	0
8:15 AM	0	0	0	0	0	161	0	1	2	0	0	0	0	129	0	0
8:30 AM	0	0	1	0	0	178	1	2	0	0	1	0	1	146	0	0
8:45 AM	0	0	2	0	0	152	0	0	2	0	0	0	0	157	0	0
9:00 AM	0	0	0	0	0	134	1	0	1	0	0	0	0	142	0	0
9:15 AM	0	0	2	0	1	101	0	0	0	0	0	0	1	92	1	0
9:30 AM	0	0	0	0	0	123	0	1	0	0	1	0	1	99	0	0
9:45 AM	2	0	0	0	0	113	0	0	0	0	0	0	0	76	0	0
10:00 AM	2	0	1	0	0	114	0	2	2	0	0	0	0	105	0	0
10:15 AM	0	0	1	0	0	94	1	0	0	0	0	0	0	92	1	0
10:30 AM	0	0	2	0	0	111	1	1	1	0	0	0	0	121	0	1
10:45 AM	1	0	2	0	0	131	0	0	0	0	0	0	1	118	0	0
11:00 AM	2	0	0	0	0	133	0	1	1	0	1	0	2	111	1	0
11:15 AM	2	0	2	0	0	144	0	0	0	0	1	0	1	141	3	0
11:30 AM	3	0	0	0	2	127	1	0	0	0	1	0	0	142	1	0
11:45 AM	2	0	3	0	1	136	0	1	0	0	0	0	1	142	1	0
12:00 PM	3	0	3	0	1	157	0	0	1	0	0	0	0	140	2	0
12:15 PM	1	0	3	0	1	144	0	1	0	0	0	0	0	139	3	0
12:30 PM	6	0	2	0	0	158	0	0	0	0	0	0	2	158	0	0
12:45 PM	3	0	1	0	1	145	2	3	2	0	1	0	0	157	0	0
1:00 PM	4	0	1	0	0	133	1	1	0	0	1	0	0	137	5	0
1:15 PM	4	0	1	0	0	159	0	2	2	0	0	0	0	120	3	0
1:30 PM	4	0	2	0	0	137	0	2	0	0	0	0	0	142	0	0
1:45 PM	4	0	0	0	0	151	0	0	0	0	0	0	0	153	0	0

Type Road
Classification Trucks

	Backlane Southbound				Grant Ave Westbound				Backlane Northbound				Grant Ave Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
2:00 PM	0	0	0	0	0	3	0	0	1	0	0	0	1	3	0	0
2:15 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0
2:30 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0
2:45 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	4	0	0
3:00 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	6	0	0
3:15 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	8	0	0
3:30 PM	0	0	0	0	0	9	0	0	0	0	0	0	0	3	0	0
3:45 PM	0	0	0	0	0	11	0	0	0	0	0	0	0	2	0	0
4:00 PM	0	0	0	0	0	10	0	0	0	0	0	0	0	4	0	0
4:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
4:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
4:45 PM	0	0	0	0	0	12	0	1	0	0	0	0	0	5	0	0
5:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0
5:15 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	4	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	5	0	0
5:45 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	9	0	0
6:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	5	0	0
6:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	13	0	0
6:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	9	0	0
6:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	5	0	0
7:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0
7:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
7:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
8:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
8:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
9:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
9:45 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
10:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
10:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
11:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
11:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
11:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
12:00 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0
12:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
12:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
12:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
1:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
1:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
2:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	3	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
4:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	1	2	0	0
4:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0
5:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0
5:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	9	0	1	0	0	0	0	0	2	0	0
6:00 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0
6:15 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	3	0	0
6:30 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0
6:45 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	3	0	0
7:00 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	5	0	0
7:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:45 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	0
8:00 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	5	0	0
8:15 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	3	0	0
8:30 AM	0	0	0	0	0	5	0	0	0	0	0	0	0	9	0	0
8:45 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	3	0	0
9:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	7	0	0
9:15 AM	0	0	0	0	0	11	0	0	0	0	0	0	0	7	0	0
9:30 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	3	0	0
9:45 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	5	0	0
10:00 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	3	0	0
10:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0
10:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	9	0	0
10:45 AM	0	0	0	0	0	11	0	0	0	0	0	0	0	1	0	0
11:00 AM	0	0	0	0	0	6	0	0	0	0	0	0	0	6	0	0
11:15 AM	0	0	0	0	0	8	0	0	0	0	0	0	0	7	0	0
11:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0
11:45 AM	0	0	0	0	0	7	0	0	0	0	0	0	0	6	0	0
12:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0
12:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0
12:30 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	4	0	0
12:45 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	2	0	0
1:00 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	6	0	0
1:15 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	7	0	0
1:30 PM	0	0	0	0	0	6	0	0	0	0	0	0	0	4	0	0
1:45 PM	0	0	0	0	0	8	0	0	0	0	0	0	0	2	0	0

Type Crosswalk

Classification Pedsperdirection

	Backlane Southbound			Grant Ave Westbound			Backlane Northbound			Grant Ave Eastbound		
Start Time	Peds CW	Peds CCW	Peds Combined	Peds CW	Peds CCW	Peds Combine	Peds CW	Peds CCW	Peds Combine	Peds CW	Peds CCW	Peds Combine
2:00 PM	0	1		0	0		4	2		0	0	
2:15 PM	1	2		0	0		0	0		0	0	
2:30 PM	0	0		0	0		0	1		0	0	
2:45 PM	0	0		0	0		1	1		0	1	
3:00 PM	1	1		0	0		0	2		0	0	
3:15 PM	1	0		0	0		0	1		0	0	
3:30 PM	2	0		0	0		3	0		0	0	
3:45 PM	0	2		0	0		1	0		0	0	
4:00 PM	3	1		0	0		2	2		0	0	
4:15 PM	3	1		0	0		0	0		2	0	
4:30 PM	2	1		0	0		0	3		0	0	
4:45 PM	1	0		0	0		2	0		0	1	
5:00 PM	1	2		0	0		1	2		0	0	
5:15 PM	3	1		0	0		2	2		0	0	
5:30 PM	1	2		0	0		3	0		0	0	
5:45 PM	1	2		0	0		1	0		1	1	
6:00 PM	0	2		0	0		0	0		0	0	
6:15 PM	1	0		0	0		0	2		0	0	
6:30 PM	0	0		0	0		0	0		0	0	
6:45 PM	1	2		0	0		0	0		0	0	
7:00 PM	1	0		0	0		0	1		1	0	
7:15 PM	1	1		0	0		0	0		0	0	
7:30 PM	0	0		0	0		0	0		0	0	
7:45 PM	0	0		0	0		0	0		0	0	
8:00 PM	0	0		0	0		0	0		0	0	
8:15 PM	0	0		0	0		0	0		0	0	
8:30 PM	0	0		0	0		0	0		0	0	
8:45 PM	0	0		0	0		0	1		0	0	
9:00 PM	0	0		0	0		0	0		0	0	
9:15 PM	0	0		0	0		0	0		0	0	
9:30 PM	0	0		0	0		2	0		0	0	
9:45 PM	0	0		0	0		0	1		0	0	
10:00 PM	0	1		0	0		0	1		0	0	
10:15 PM	0	0		0	0		0	0		1	0	
10:30 PM	0	0		0	0		0	0		0	0	
10:45 PM	0	1		0	0		0	0		0	1	
11:00 PM	0	0		0	0		0	0		0	0	
11:15 PM	0	0		0	0		0	0		0	0	
11:30 PM	0	0		0	0		0	0		0	0	
11:45 PM	0	0		0	0		0	0		0	0	
12:00 AM	0	0		0	0		0	0		0	0	
12:15 AM	0	0		0	0		0	0		0	0	
12:30 AM	0	0		0	0		0	0		0	0	
12:45 AM	0	0		0	0		0	0		0	0	
1:00 AM	0	0		0	0		0	0		0	0	
1:15 AM	0	0		0	0		0	0		0	0	
1:30 AM	0	0		0	0		0	0		0	0	
1:45 AM	0	0		0	0		0	0		0	0	
2:00 AM	0	0		0	0		0	0		0	0	
2:15 AM	0	0		0	0		0	0		0	0	
2:30 AM	0	0		0	0		0	0		0	0	
2:45 AM	0	0		0	0		0	0		0	0	
3:00 AM	0	0		0	0		0	0		0	0	
3:15 AM	0	0		0	0		0	0		0	0	
3:30 AM	0	0		0	0		0	0		0	0	
3:45 AM	0	0		0	0		0	0		0	0	
4:00 AM	0	0		0	0		0	0		0	0	
4:15 AM	0	0		0	0		0	0		0	0	
4:30 AM	0	0		0	0		0	0		0	0	
4:45 AM	0	0		0	0		0	0		0	0	
5:00 AM	0	0		0	0		0	0		0	0	
5:15 AM	0	0		0	0		0	0		0	0	
5:30 AM	0	0		0	0		0	0		0	0	
5:45 AM	0	0		0	0		0	0		0	0	
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0	
6:45 AM	1	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		1	0		0	0	
7:15 AM	0	0		0	0		1	0		0	0	
7:30 AM	1	0		0	0		0	0		0	0	
7:45 AM	0	1		0	0		1	0		0	0	
8:00 AM	2	0		0	0		1	0		0	1	
8:15 AM	1	0		0	0		0	0		0	0	
8:30 AM	2	1		0	0		0	0		0	0	
8:45 AM	1	1		0	0		2	1		0	0	
9:00 AM	2	0		0	0		1	0		0	0	
9:15 AM	0	0		0	0		1	0		0	0	
9:30 AM	0	1		0	0		0	2		0	0	
9:45 AM	0	0		0	0		0	0		0	0	
10:00 AM	0	4		0	0		2	2		0	0	
10:15 AM	0	0		0	0		1	0		0	0	
10:30 AM	1	0		0	0		1	1		0	0	
10:45 AM	0	0		0	0		0	2		0	0	
11:00 AM	3	2		0	0		1	1		0	0	
11:15 AM	2	1		0	0		0	0		0	0	
11:30 AM	0	2		0	0		0	0		0	0	
11:45 AM	0	2		0	0		1	1		0	0	
12:00 PM	1	1		1	0		1	0		0	0	
12:15 PM	1	2		1	0		1	0		0	0	
12:30 PM	1	2		0	0		1	2		0	0	
12:45 PM	0	0		0	0		2	2		0	0	
1:00 PM	0	0		0	0		1	1		0	0	
1:15 PM	0	0		0	0		1	0		0	0	
1:30 PM	1	0		0	0		1	0		0	0	
1:45 PM	1	1		0	0		1	1		0	0	

Type Road
Classification Cars

	Backlane W Southbound					Backlane E Southbound					John Brebeuf Place Westbound					Backlane Northbound					John Brebeuf Place Eastbound				
Start Time	Right	Thru	Left	eft 2(SW-SE	U-Turn	Right	Thru	Left	igrt 2(SE-SW	U-Turn	Right	Thru	Left	ght 2(W-SW	U-Turn	Right	Thru	Left	hru 2(N-SW	U-Turn	Right	Thru	Left	eft 2(E-SE	U-Turn
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	2	0	1	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	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	2	1	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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	2	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	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	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	1	0	0	0	1	0	0	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	1	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	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	1	0	0	0	0	0	0	0	1	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	1	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	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	1	0	0	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	2	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	2	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	0	2	0	0	1	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	2	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	1	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	2	0	0	0	0	0	0	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0

Type Road
Classification Trucks

	Backlane W Southbound					Backlane E Southbound					John Brebeuf Place Westbound					Backlane Northbound					John Brebeuf Place Eastbound				
Start Time	Right	Thru	Left	rt 2(SW-S	U-Turn	Right	Thru	Left	rt 2(SE-S	U-Turn	Right	Thru	Left	ht 2(W-S	U-Turn	Right	Thru	Left	hru 2(N-S	U-Turn	Right	Thru	Left	Left 2(E-SE)	U-Turn
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	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	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	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	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	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	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	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	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	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	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	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	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	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	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	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	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	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	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Type Crosswalk

Classification Pedsperdirection

	Backlane E/W Southbound			John Brebeuf Place Westbound			Backlane Northbound			John Brebeuf Place Eastbound		
Start Time	Peds CW	Peds CCW	Peds Combine	Peds CW	Peds CCW	Peds Combine	Peds CW	Peds CCW	Peds Combine	Peds CW	Peds CCW	Peds Combine
9:00 PM	0	0		0	0		0	0		0	0	
9:15 PM	0	0		0	0		0	0		0	0	
9:30 PM	0	0		0	0		0	0		0	0	
9:45 PM	0	0		0	0		0	0		0	0	
10:00 PM	0	0		0	0		0	0		0	0	
10:15 PM	0	0		1	0		0	1		0	0	
10:30 PM	0	0		0	0		0	0		0	0	
10:45 PM	0	0		0	0		0	0		0	0	
11:00 PM	0	0		0	0		0	0		0	0	
11:15 PM	0	0		0	0		0	1		0	0	
11:30 PM	0	0		0	0		0	0		0	0	
11:45 PM	0	0		0	0		0	0		0	0	
12:00 AM	0	0		0	0		0	0		0	0	
12:15 AM	0	0		0	0		0	0		0	0	
12:30 AM	0	0		0	0		0	0		0	0	
12:45 AM	0	0		0	0		0	0		0	0	
1:00 AM	0	0		0	0		0	0		0	0	
1:15 AM	0	0		0	0		0	0		0	0	
1:30 AM	0	0		0	0		0	0		0	0	
1:45 AM	0	0		0	0		0	0		0	0	
2:00 AM	0	0		0	0		0	0		0	0	
2:15 AM	0	0		0	0		0	0		0	0	
2:30 AM	0	0		0	0		0	0		0	0	
2:45 AM	0	0		0	0		0	0		1	0	
3:00 AM	0	0		0	0		0	0		0	0	
3:15 AM	0	0		0	0		0	0		0	0	
3:30 AM	0	0		0	0		0	0		0	0	
3:45 AM	0	0		0	0		0	0		0	0	
4:00 AM	0	0		0	0		0	0		0	0	
4:15 AM	0	0		0	0		0	0		0	0	
4:30 AM	0	0		0	0		0	0		0	0	
4:45 AM	0	0		0	0		0	0		0	0	
5:00 AM	0	0		0	0		0	0		0	0	
5:15 AM	0	0		0	0		0	0		0	0	
5:30 AM	0	0		0	0		0	0		0	0	
5:45 AM	0	0		0	0		0	0		0	0	
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		0	0		0	0	
7:15 AM	0	0		0	0		1	0		0	0	
7:30 AM	0	0		0	0		0	1		0	0	
7:45 AM	0	0		0	0		1	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		0	0		0	1		0	0	
8:45 AM	0	0		0	0		0	0		0	0	
9:00 AM	0	0		0	0		0	0		0	1	
9:15 AM	0	0		0	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	
10:00 AM	0	0		0	0		0	1		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	0	0		0	0		3	2		0	0	
11:15 AM	0	0		0	0		1	0		0	3	
11:30 AM	0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	1	
12:00 PM	0	0		0	0		0	0		0	0	
12:15 PM	0	0		0	0		0	0		0	1	
12:30 PM	0	0		0	0		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	0		0	0	
1:45 PM	0	0		0	0		0	0		1	1	
2:00 PM	0	0		0	0		0	0		0	0	
2:15 PM	0	0		0	0		0	0		0	0	
2:30 PM	0	0		0	1		0	1		0	0	
2:45 PM	1	1		0	0		0	0		0	0	
3:00 PM	0	0		1	0		0	0		0	0	
3:15 PM	0	0		0	0		0	2		0	0	
3:30 PM	0	0		0	0		5	0		0	0	
3:45 PM	0	0		0	0		0	2		0	0	
4:00 PM	0	0		0	0		1	0		0	0	
4:15 PM	0	0		0	0		0	0		0	0	
4:30 PM	0	0		0	0		0	0		0	0	
4:45 PM	0	0		0	0		1	0		0	0	
5:00 PM	0	0		0	0		1	1		0	0	
5:15 PM	0	0		0	0		0	0		0	0	
5:30 PM	0	0		0	0		0	0		0	0	
5:45 PM	0	0		0	0		0	0		0	0	
6:00 PM	0	0		0	0		0	0		0	0	
6:15 PM	0	0		0	0		1	0		0	0	
6:30 PM	0	0		0	0		1	0		0	0	
6:45 PM	0	0		0	0		0	0		0	0	
7:00 PM	0	0		0	0		1	0		0	0	
7:15 PM	0	0		0	0		0	0		0	0	
7:30 PM	0	0		0	0		0	0		0	0	
7:45 PM	0	0		0	0		0	0		1	1	
8:00 PM	0	0		0	0		0	0		0	0	
8:15 PM	0	0		0	0		0	0		0	0	
8:30 PM	0	0		0	0		0	0		0	0	
8:45 PM	0	0		0	0		0	0		0	0	

APPENDIX

B SYNCHRO REPORTS

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	463	19	11	524	4	40	39	16	6	2	26
Future Vol, veh/h	13	463	19	11	524	4	40	39	16	6	2	26
Conflicting Peds, #/hr	2	0	8	8	0	2	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	30	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	82	79	75	94	75	75	75	75	75	75	75
Heavy Vehicles, %	16	5	2	2	4	2	2	2	2	2	2	4
Mvmt Flow	16	565	24	15	557	5	53	52	21	8	3	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	564	0	0	597	0	0	1217	1199	575	1237	1218	562
Stage 1	-	-	-	-	-	-	605	605	-	589	589	-
Stage 2	-	-	-	-	-	-	612	594	-	648	629	-
Critical Hdwy	4.26	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.344	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	941	-	-	980	-	-	158	185	518	153	181	523
Stage 1	-	-	-	-	-	-	485	487	-	494	495	-
Stage 2	-	-	-	-	-	-	480	493	-	459	475	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	939	-	-	973	-	-	140	175	514	122	171	521
Mov Cap-2 Maneuver	-	-	-	-	-	-	266	293	-	244	289	-
Stage 1	-	-	-	-	-	-	469	471	-	481	483	-
Stage 2	-	-	-	-	-	-	435	481	-	381	460	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	25.3	14.7
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	302	939	-	-	973	-	-	418
HCM Lane V/C Ratio	0.419	0.017	-	-	0.015	-	-	0.108
HCM Control Delay (s)	25.3	8.9	0	-	8.8	0	-	14.7
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	2	3	16	1	18	1	96	24	22	11	1
Future Vol, veh/h	3	2	3	16	1	18	1	96	24	22	11	1
Conflicting Peds, #/hr	3	0	1	0	0	2	1	0	0	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	3	4	21	1	24	1	128	32	29	15	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	8	0	0	80	84	8	153	74	19
Stage 1	-	-	-	-	-	-	14	14	-	58	58	-
Stage 2	-	-	-	-	-	-	66	70	-	95	16	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1585	-	-	1612	-	-	908	806	1074	814	816	1059
Stage 1	-	-	-	-	-	-	1006	884	-	954	847	-
Stage 2	-	-	-	-	-	-	945	837	-	912	882	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1581	-	-	1611	-	-	881	790	1071	681	800	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	881	790	-	681	800	-
Stage 1	-	-	-	-	-	-	1002	880	-	948	833	-
Stage 2	-	-	-	-	-	-	913	824	-	753	878	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	3.3	10.3	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	834	1581	-	-	1611	-	-	723
HCM Lane V/C Ratio	0.193	0.003	-	-	0.013	-	-	0.063
HCM Control Delay (s)	10.3	7.3	0	-	7.3	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	672	9	6	634	14	9	60	9	8	5	15
Future Vol, veh/h	45	672	9	6	634	14	9	60	9	8	5	15
Conflicting Peds, #/hr	4	0	2	2	0	4	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	90	75	75	93	75	75	79	75	75	75	75
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	60	747	12	8	682	19	12	76	12	11	7	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	705	0	0	761	0	0	1596	1596	383	1245	1593	696
Stage 1	-	-	-	-	-	-	875	875	-	712	712	-
Stage 2	-	-	-	-	-	-	721	721	-	533	881	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	891	-	-	849	-	-	78	106	616	140	107	441
Stage 1	-	-	-	-	-	-	311	366	-	422	435	-
Stage 2	-	-	-	-	-	-	418	431	-	499	364	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	888	-	-	848	-	-	65	92	614	87	93	440
Mov Cap-2 Maneuver	-	-	-	-	-	-	165	198	-	197	206	-
Stage 1	-	-	-	-	-	-	274	322	-	371	427	-
Stage 2	-	-	-	-	-	-	387	423	-	330	321	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.1	36.8	19.6
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	210	888	-	-	848	-	-	283
HCM Lane V/C Ratio	0.476	0.068	-	-	0.009	-	-	0.132
HCM Control Delay (s)	36.8	9.3	0.5	-	9.3	0	-	19.6
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.3	0.2	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	464	19	11	525	4	40	39	16	6	2	27
Future Vol, veh/h	15	464	19	11	525	4	40	39	16	6	2	27
Conflicting Peds, #/hr	2	0	8	8	0	2	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	30	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	82	79	75	94	75	75	75	75	75	75	75
Heavy Vehicles, %	16	5	2	2	4	2	2	2	2	2	2	4
Mvmt Flow	19	566	24	15	559	5	53	52	21	8	3	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	566	0	0	598	0	0	1226	1208	576	1246	1227	564
Stage 1	-	-	-	-	-	-	612	612	-	591	591	-
Stage 2	-	-	-	-	-	-	614	596	-	655	636	-
Critical Hdwy	4.26	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.344	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	940	-	-	979	-	-	155	183	517	151	178	521
Stage 1	-	-	-	-	-	-	480	484	-	493	494	-
Stage 2	-	-	-	-	-	-	479	492	-	455	472	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	938	-	-	972	-	-	136	172	513	120	167	519
Mov Cap-2 Maneuver	-	-	-	-	-	-	261	290	-	241	286	-
Stage 1	-	-	-	-	-	-	462	466	-	477	482	-
Stage 2	-	-	-	-	-	-	432	480	-	375	455	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	25.7	14.7
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	298	938	-	-	972	-	-	417
HCM Lane V/C Ratio	0.425	0.02	-	-	0.015	-	-	0.112
HCM Control Delay (s)	25.7	8.9	0	-	8.8	0	-	14.7
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	2	4	16	1	18	2	96	24	22	11	1
Future Vol, veh/h	3	2	4	16	1	18	2	96	24	22	11	1
Conflicting Peds, #/hr	3	0	1	0	0	2	1	0	0	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	3	5	21	1	24	3	128	32	29	15	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	9	0	0	81	85	9	154	75	19
Stage 1	-	-	-	-	-	-	15	15	-	58	58	-
Stage 2	-	-	-	-	-	-	66	70	-	96	17	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1585	-	-	1611	-	-	907	805	1073	813	815	1059
Stage 1	-	-	-	-	-	-	1005	883	-	954	847	-
Stage 2	-	-	-	-	-	-	945	837	-	911	881	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1581	-	-	1610	-	-	879	789	1070	680	799	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	879	789	-	680	799	-
Stage 1	-	-	-	-	-	-	1001	879	-	948	833	-
Stage 2	-	-	-	-	-	-	913	824	-	752	877	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	3.3	10.4	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	833	1581	-	-	1610	-	-	722
HCM Lane V/C Ratio	0.195	0.003	-	-	0.013	-	-	0.063
HCM Control Delay (s)	10.4	7.3	0	-	7.3	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	672	9	6	634	15	9	61	9	9	6	16
Future Vol, veh/h	46	672	9	6	634	15	9	61	9	9	6	16
Conflicting Peds, #/hr	4	0	2	2	0	4	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	90	75	75	93	75	75	79	75	75	75	75
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	61	747	12	8	682	20	12	77	12	12	8	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	706	0	0	761	0	0	1600	1599	383	1247	1595	696
Stage 1	-	-	-	-	-	-	877	877	-	712	712	-
Stage 2	-	-	-	-	-	-	723	722	-	535	883	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	890	-	-	849	-	-	78	106	616	140	106	441
Stage 1	-	-	-	-	-	-	310	365	-	422	435	-
Stage 2	-	-	-	-	-	-	417	430	-	498	363	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	887	-	-	848	-	-	65	91	614	86	91	440
Mov Cap-2 Maneuver	-	-	-	-	-	-	164	196	-	195	204	-
Stage 1	-	-	-	-	-	-	273	321	-	371	427	-
Stage 2	-	-	-	-	-	-	383	422	-	326	319	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.1	37.7	20.3
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	208	887	-	-	848	-	-	277
HCM Lane V/C Ratio	0.487	0.069	-	-	0.009	-	-	0.149
HCM Control Delay (s)	37.7	9.4	0.5	-	9.3	0	-	20.3
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.4	0.2	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	464	19	11	525	4	40	39	16	6	2	27
Future Vol, veh/h	15	464	19	11	525	4	40	39	16	6	2	27
Conflicting Peds, #/hr	2	0	8	8	0	2	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	30	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	82	79	75	94	75	75	75	75	75	75	75
Heavy Vehicles, %	16	5	2	2	4	2	2	2	2	2	2	4
Mvmt Flow	19	566	24	15	559	5	53	52	21	8	3	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	566	0	0	598	0	0	1226	1208	576	1246	1227	564
Stage 1	-	-	-	-	-	-	612	612	-	591	591	-
Stage 2	-	-	-	-	-	-	614	596	-	655	636	-
Critical Hdwy	4.26	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.344	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	940	-	-	979	-	-	155	183	517	151	178	521
Stage 1	-	-	-	-	-	-	480	484	-	493	494	-
Stage 2	-	-	-	-	-	-	479	492	-	455	472	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	938	-	-	972	-	-	136	172	513	120	167	519
Mov Cap-2 Maneuver	-	-	-	-	-	-	261	290	-	241	286	-
Stage 1	-	-	-	-	-	-	462	466	-	477	482	-
Stage 2	-	-	-	-	-	-	432	480	-	375	455	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	25.7	14.7
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	298	938	-	-	972	-	-	417
HCM Lane V/C Ratio	0.425	0.02	-	-	0.015	-	-	0.112
HCM Control Delay (s)	25.7	8.9	0	-	8.8	0	-	14.7
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	2	4	16	1	18	2	96	24	22	11	1
Future Vol, veh/h	3	2	4	16	1	18	2	96	24	22	11	1
Conflicting Peds, #/hr	3	0	1	0	0	2	1	0	0	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	3	5	21	1	24	3	128	32	29	15	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	9	0	0	81	85	9	154	75	19
Stage 1	-	-	-	-	-	-	15	15	-	58	58	-
Stage 2	-	-	-	-	-	-	66	70	-	96	17	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1585	-	-	1611	-	-	907	805	1073	813	815	1059
Stage 1	-	-	-	-	-	-	1005	883	-	954	847	-
Stage 2	-	-	-	-	-	-	945	837	-	911	881	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1581	-	-	1610	-	-	879	789	1070	680	799	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	879	789	-	680	799	-
Stage 1	-	-	-	-	-	-	1001	879	-	948	833	-
Stage 2	-	-	-	-	-	-	913	824	-	752	877	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	3.3	10.4	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	833	1581	-	-	1610	-	-	722
HCM Lane V/C Ratio	0.195	0.003	-	-	0.013	-	-	0.063
HCM Control Delay (s)	10.4	7.3	0	-	7.3	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	672	9	6	634	15	9	61	9	9	6	16
Future Vol, veh/h	46	672	9	6	634	15	9	61	9	9	6	16
Conflicting Peds, #/hr	4	0	2	2	0	4	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	90	75	75	93	75	75	79	75	75	75	75
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	61	747	12	8	682	20	12	77	12	12	8	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	706	0	0	761	0	0	1600	1599	383	1247	1595	696
Stage 1	-	-	-	-	-	-	877	877	-	712	712	-
Stage 2	-	-	-	-	-	-	723	722	-	535	883	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	890	-	-	849	-	-	78	106	616	140	106	441
Stage 1	-	-	-	-	-	-	310	365	-	422	435	-
Stage 2	-	-	-	-	-	-	417	430	-	498	363	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	887	-	-	848	-	-	65	91	614	86	91	440
Mov Cap-2 Maneuver	-	-	-	-	-	-	164	196	-	195	204	-
Stage 1	-	-	-	-	-	-	273	321	-	371	427	-
Stage 2	-	-	-	-	-	-	383	422	-	326	319	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.1	37.7	20.3
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	208	887	-	-	848	-	-	277
HCM Lane V/C Ratio	0.487	0.069	-	-	0.009	-	-	0.149
HCM Control Delay (s)	37.7	9.4	0.5	-	9.3	0	-	20.3
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.4	0.2	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	464	21	12	525	4	49	48	20	6	3	27
Future Vol, veh/h	15	464	21	12	525	4	49	48	20	6	3	27
Conflicting Peds, #/hr	2	0	8	8	0	2	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	30	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	82	79	75	94	75	75	75	75	75	75	75
Heavy Vehicles, %	16	5	2	2	4	2	2	2	2	2	2	4
Mvmt Flow	19	566	27	16	559	5	65	64	27	8	4	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	566	0	0	601	0	0	1229	1210	576	1258	1232	564
Stage 1	-	-	-	-	-	-	612	612	-	593	593	-
Stage 2	-	-	-	-	-	-	617	598	-	665	639	-
Critical Hdwy	4.26	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.344	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	940	-	-	976	-	-	155	183	517	148	177	521
Stage 1	-	-	-	-	-	-	480	484	-	492	493	-
Stage 2	-	-	-	-	-	-	477	491	-	449	470	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	938	-	-	969	-	-	136	172	513	112	166	519
Mov Cap-2 Maneuver	-	-	-	-	-	-	260	290	-	230	284	-
Stage 1	-	-	-	-	-	-	462	466	-	476	480	-
Stage 2	-	-	-	-	-	-	429	478	-	356	453	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	29.6	15.1
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	298	938	-	-	969	-	-	406
HCM Lane V/C Ratio	0.523	0.02	-	-	0.017	-	-	0.118
HCM Control Delay (s)	29.6	8.9	0	-	8.8	0	-	15.1
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.8	0.1	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	2	7	16	1	18	4	96	24	22	11	6
Future Vol, veh/h	24	2	7	16	1	18	4	96	24	22	11	6
Conflicting Peds, #/hr	3	0	1	0	0	2	1	0	0	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	3	9	21	1	24	5	128	32	29	15	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	13	0	0	143	143	11	212	135	19
Stage 1	-	-	-	-	-	-	73	73	-	58	58	-
Stage 2	-	-	-	-	-	-	70	70	-	154	77	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1585	-	-	1606	-	-	826	748	1070	745	756	1059
Stage 1	-	-	-	-	-	-	937	834	-	954	847	-
Stage 2	-	-	-	-	-	-	940	837	-	848	831	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1581	-	-	1605	-	-	785	720	1067	606	728	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	785	720	-	606	728	-
Stage 1	-	-	-	-	-	-	917	816	-	933	833	-
Stage 2	-	-	-	-	-	-	902	824	-	679	814	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.3	3.3	10.9	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	771	1581	-	-	1605	-	-	683
HCM Lane V/C Ratio	0.214	0.02	-	-	0.013	-	-	0.076
HCM Control Delay (s)	10.9	7.3	0	-	7.3	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	673	10	6	635	16	10	62	9	10	7	18
Future Vol, veh/h	47	673	10	6	635	16	10	62	9	10	7	18
Conflicting Peds, #/hr	4	0	2	2	0	4	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	90	75	75	93	75	75	79	75	75	75	75
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	63	748	13	8	683	21	13	78	12	13	9	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	708	0	0	763	0	0	1609	1607	384	1254	1603	698
Stage 1	-	-	-	-	-	-	883	883	-	714	714	-
Stage 2	-	-	-	-	-	-	726	724	-	540	889	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	889	-	-	847	-	-	77	104	615	138	105	440
Stage 1	-	-	-	-	-	-	308	363	-	421	434	-
Stage 2	-	-	-	-	-	-	415	429	-	494	361	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	886	-	-	846	-	-	63	89	613	83	90	439
Mov Cap-2 Maneuver	-	-	-	-	-	-	161	194	-	191	203	-
Stage 1	-	-	-	-	-	-	270	317	-	368	426	-
Stage 2	-	-	-	-	-	-	378	421	-	319	316	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.1	39.3	20.8
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	205	886	-	-	846	-	-	274
HCM Lane V/C Ratio	0.506	0.071	-	-	0.009	-	-	0.17
HCM Control Delay (s)	39.3	9.4	0.5	-	9.3	0	-	20.8
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.6	0.2	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	464	21	12	525	4	49	48	20	6	3	27
Future Vol, veh/h	15	464	21	12	525	4	49	48	20	6	3	27
Conflicting Peds, #/hr	2	0	8	8	0	2	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	30	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	82	79	75	94	75	75	75	75	75	75	75
Heavy Vehicles, %	16	5	2	2	4	2	2	2	2	2	2	4
Mvmt Flow	19	566	27	16	559	5	65	64	27	8	4	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	566	0	0	601	0	0	1229	1210	576	1258	1232	564
Stage 1	-	-	-	-	-	-	612	612	-	593	593	-
Stage 2	-	-	-	-	-	-	617	598	-	665	639	-
Critical Hdwy	4.26	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.344	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.336
Pot Cap-1 Maneuver	940	-	-	976	-	-	155	183	517	148	177	521
Stage 1	-	-	-	-	-	-	480	484	-	492	493	-
Stage 2	-	-	-	-	-	-	477	491	-	449	470	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	938	-	-	969	-	-	136	172	513	112	166	519
Mov Cap-2 Maneuver	-	-	-	-	-	-	260	290	-	230	284	-
Stage 1	-	-	-	-	-	-	462	466	-	476	480	-
Stage 2	-	-	-	-	-	-	429	478	-	356	453	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.2	29.6	15.1
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	298	938	-	-	969	-	-	406
HCM Lane V/C Ratio	0.523	0.02	-	-	0.017	-	-	0.118
HCM Control Delay (s)	29.6	8.9	0	-	8.8	0	-	15.1
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.8	0.1	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	2	7	16	1	18	4	96	24	22	11	6
Future Vol, veh/h	24	2	7	16	1	18	4	96	24	22	11	6
Conflicting Peds, #/hr	3	0	1	0	0	2	1	0	0	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	32	3	9	21	1	24	5	128	32	29	15	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	28	0	0	13	0	0	143	143	11	212	135	19
Stage 1	-	-	-	-	-	-	73	73	-	58	58	-
Stage 2	-	-	-	-	-	-	70	70	-	154	77	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1585	-	-	1606	-	-	826	748	1070	745	756	1059
Stage 1	-	-	-	-	-	-	937	834	-	954	847	-
Stage 2	-	-	-	-	-	-	940	837	-	848	831	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1581	-	-	1605	-	-	785	720	1067	606	728	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	785	720	-	606	728	-
Stage 1	-	-	-	-	-	-	917	816	-	933	833	-
Stage 2	-	-	-	-	-	-	902	824	-	679	814	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.3	3.3	10.9	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	771	1581	-	-	1605	-	-	683
HCM Lane V/C Ratio	0.214	0.02	-	-	0.013	-	-	0.076
HCM Control Delay (s)	10.9	7.3	0	-	7.3	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	673	10	6	635	16	10	62	9	10	7	18
Future Vol, veh/h	47	673	10	6	635	16	10	62	9	10	7	18
Conflicting Peds, #/hr	4	0	2	2	0	4	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	90	75	75	93	75	75	79	75	75	75	75
Heavy Vehicles, %	2	4	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	63	748	13	8	683	21	13	78	12	13	9	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	708	0	0	763	0	0	1609	1607	384	1254	1603	698
Stage 1	-	-	-	-	-	-	883	883	-	714	714	-
Stage 2	-	-	-	-	-	-	726	724	-	540	889	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.93	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	889	-	-	847	-	-	77	104	615	138	105	440
Stage 1	-	-	-	-	-	-	308	363	-	421	434	-
Stage 2	-	-	-	-	-	-	415	429	-	494	361	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	886	-	-	846	-	-	63	89	613	83	90	439
Mov Cap-2 Maneuver	-	-	-	-	-	-	161	194	-	191	203	-
Stage 1	-	-	-	-	-	-	270	317	-	368	426	-
Stage 2	-	-	-	-	-	-	378	421	-	319	316	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.1	39.3	20.8
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	205	886	-	-	846	-	-	274
HCM Lane V/C Ratio	0.506	0.071	-	-	0.009	-	-	0.17
HCM Control Delay (s)	39.3	9.4	0.5	-	9.3	0	-	20.8
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.6	0.2	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	567	34	15	538	2	13	5	9	21	39	17
Future Vol, veh/h	11	567	34	15	538	2	13	5	9	21	39	17
Conflicting Peds, #/hr	3	0	5	5	0	3	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	30	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	90	75	75	95	75	75	75	100	75	75	75
Heavy Vehicles, %	2	3	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	15	630	45	20	566	3	17	7	9	28	52	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	572	0	0	680	0	0	1313	1277	637	1302	1319	572
Stage 1	-	-	-	-	-	-	665	665	-	609	609	-
Stage 2	-	-	-	-	-	-	648	612	-	693	710	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1001	-	-	912	-	-	135	166	477	138	157	520
Stage 1	-	-	-	-	-	-	449	458	-	482	485	-
Stage 2	-	-	-	-	-	-	459	484	-	434	437	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	998	-	-	908	-	-	104	156	474	127	147	517
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	276	-	251	265	-
Stage 1	-	-	-	-	-	-	436	445	-	469	468	-
Stage 2	-	-	-	-	-	-	377	467	-	409	425	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	19.8	23.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	276	998	-	-	908	-	-	292
HCM Lane V/C Ratio	0.12	0.015	-	-	0.022	-	-	0.352
HCM Control Delay (s)	19.8	8.7	0	-	9.1	0	-	23.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	1.5

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	2	2	16	1	8	7	19	9	24	65	1
Future Vol, veh/h	4	2	2	16	1	8	7	19	9	24	65	1
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	2	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	88	95	75	75	77	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	3	21	1	11	8	20	12	32	84	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	12	0	0	8	0	0	110	71	9	82	67	9
Stage 1	-	-	-	-	-	-	17	17	-	49	49	-
Stage 2	-	-	-	-	-	-	93	54	-	33	18	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1607	-	-	1612	-	-	868	819	1073	905	824	1073
Stage 1	-	-	-	-	-	-	1002	881	-	964	854	-
Stage 2	-	-	-	-	-	-	914	850	-	983	880	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1607	-	-	1609	-	-	786	804	1069	866	809	1071
Mov Cap-2 Maneuver	-	-	-	-	-	-	786	804	-	866	809	-
Stage 1	-	-	-	-	-	-	997	877	-	961	843	-
Stage 2	-	-	-	-	-	-	809	839	-	945	876	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.6	4.7	9.4	10.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	864	1607	-	-	1609	-	-	826
HCM Lane V/C Ratio	0.046	0.003	-	-	0.013	-	-	0.143
HCM Control Delay (s)	9.4	7.2	0	-	7.3	0	-	10.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	744	19	13	914	9	12	8	10	6	11	33
Future Vol, veh/h	12	744	19	13	914	9	12	8	10	6	11	33
Conflicting Peds, #/hr	11	0	5	5	0	11	11	0	2	2	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	89	79	81	86	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	16	836	24	16	1063	12	16	11	13	8	15	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1086	0	0	865	0	0	1467	2003	855	2006	2009	560
Stage 1	-	-	-	-	-	-	885	885	-	1112	1112	-
Stage 2	-	-	-	-	-	-	582	1118	-	894	897	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	640	-	-	776	-	-	97	59	357	39	59	473
Stage 1	-	-	-	-	-	-	339	362	-	223	283	-
Stage 2	-	-	-	-	-	-	467	282	-	335	357	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	634	-	-	773	-	-	74	53	355	33	53	464
Mov Cap-2 Maneuver	-	-	-	-	-	-	188	155	-	124	157	-
Stage 1	-	-	-	-	-	-	321	343	-	210	266	-
Stage 2	-	-	-	-	-	-	375	265	-	297	338	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	26.3	23.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	209	634	-	-	773	-	-	264
HCM Lane V/C Ratio	0.191	0.025	-	-	0.021	-	-	0.253
HCM Control Delay (s)	26.3	10.8	0	-	9.8	0.2	-	23.2
HCM Lane LOS	D	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-	-	1

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	571	34	15	542	2	13	5	9	21	39	19
Future Vol, veh/h	12	571	34	15	542	2	13	5	9	21	39	19
Conflicting Peds, #/hr	3	0	5	5	0	3	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	30	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	90	75	75	95	75	75	75	100	75	75	75
Heavy Vehicles, %	2	3	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	16	634	45	20	571	3	17	7	9	28	52	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	577	0	0	684	0	0	1325	1288	641	1313	1330	577
Stage 1	-	-	-	-	-	-	671	671	-	614	614	-
Stage 2	-	-	-	-	-	-	654	617	-	699	716	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	996	-	-	909	-	-	133	164	475	135	155	516
Stage 1	-	-	-	-	-	-	446	455	-	479	483	-
Stage 2	-	-	-	-	-	-	456	481	-	430	434	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	993	-	-	905	-	-	102	154	472	124	145	513
Mov Cap-2 Maneuver	-	-	-	-	-	-	224	273	-	248	262	-
Stage 1	-	-	-	-	-	-	433	441	-	466	466	-
Stage 2	-	-	-	-	-	-	372	464	-	404	421	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	20	24.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	273	993	-	-	905	-	-	292
HCM Lane V/C Ratio	0.121	0.016	-	-	0.022	-	-	0.361
HCM Control Delay (s)	20	8.7	0	-	9.1	0	-	24.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	1.6

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	2	4	16	1	8	8	19	9	24	65	1
Future Vol, veh/h	4	2	4	16	1	8	8	19	9	24	65	1
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	2	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	88	95	75	75	77	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	5	21	1	11	9	20	12	32	84	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	12	0	0	10	0	0	111	72	10	83	69	9
Stage 1	-	-	-	-	-	-	18	18	-	49	49	-
Stage 2	-	-	-	-	-	-	93	54	-	34	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1607	-	-	1610	-	-	867	818	1071	904	822	1073
Stage 1	-	-	-	-	-	-	1001	880	-	964	854	-
Stage 2	-	-	-	-	-	-	914	850	-	982	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1607	-	-	1607	-	-	785	803	1067	865	807	1071
Mov Cap-2 Maneuver	-	-	-	-	-	-	785	803	-	865	807	-
Stage 1	-	-	-	-	-	-	996	876	-	961	843	-
Stage 2	-	-	-	-	-	-	809	839	-	944	875	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	4.7	9.4	10.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	861	1607	-	-	1607	-	-	824
HCM Lane V/C Ratio	0.048	0.003	-	-	0.013	-	-	0.143
HCM Control Delay (s)	9.4	7.2	0	-	7.3	0	-	10.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	747	19	13	918	10	12	9	10	7	12	34
Future Vol, veh/h	13	747	19	13	918	10	12	9	10	7	12	34
Conflicting Peds, #/hr	11	0	5	5	0	11	11	0	2	2	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	89	79	81	86	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	17	839	24	16	1067	13	16	12	13	9	16	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1091	0	0	868	0	0	1475	2013	858	2017	2019	562
Stage 1	-	-	-	-	-	-	890	890	-	1117	1117	-
Stage 2	-	-	-	-	-	-	585	1123	-	900	902	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	637	-	-	774	-	-	96	58	356	39	58	471
Stage 1	-	-	-	-	-	-	337	360	-	222	282	-
Stage 2	-	-	-	-	-	-	465	280	-	332	356	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	631	-	-	771	-	-	73	51	354	32	51	462
Mov Cap-2 Maneuver	-	-	-	-	-	-	186	153	-	123	155	-
Stage 1	-	-	-	-	-	-	318	340	-	208	265	-
Stage 2	-	-	-	-	-	-	370	263	-	292	336	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	26.9	24.4
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	205	631	-	-	771	-	-	255
HCM Lane V/C Ratio	0.202	0.027	-	-	0.021	-	-	0.277
HCM Control Delay (s)	26.9	10.9	0	-	9.8	0.2	-	24.4
HCM Lane LOS	D	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-	-	1.1

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	576	34	15	547	2	13	5	9	21	39	19
Future Vol, veh/h	12	576	34	15	547	2	13	5	9	21	39	19
Conflicting Peds, #/hr	3	0	5	5	0	3	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	30	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	90	75	75	95	75	75	75	100	75	75	75
Heavy Vehicles, %	2	3	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	16	640	45	20	576	3	17	7	9	28	52	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	582	0	0	690	0	0	1336	1299	647	1324	1341	582
Stage 1	-	-	-	-	-	-	677	677	-	619	619	-
Stage 2	-	-	-	-	-	-	659	622	-	705	722	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	992	-	-	905	-	-	130	161	471	133	152	513
Stage 1	-	-	-	-	-	-	443	452	-	476	480	-
Stage 2	-	-	-	-	-	-	453	479	-	427	431	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	989	-	-	901	-	-	99	151	468	122	142	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	222	271	-	246	260	-
Stage 1	-	-	-	-	-	-	430	438	-	463	463	-
Stage 2	-	-	-	-	-	-	369	462	-	401	418	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	20.1	24.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	271	989	-	-	901	-	-	290
HCM Lane V/C Ratio	0.122	0.016	-	-	0.022	-	-	0.363
HCM Control Delay (s)	20.1	8.7	0	-	9.1	0	-	24.3
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	1.6

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	2	4	16	1	8	8	19	9	24	65	1
Future Vol, veh/h	4	2	4	16	1	8	8	19	9	24	65	1
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	2	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	88	95	75	75	77	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	3	5	21	1	11	9	20	12	32	84	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	12	0	0	10	0	0	111	72	10	83	69	9
Stage 1	-	-	-	-	-	-	18	18	-	49	49	-
Stage 2	-	-	-	-	-	-	93	54	-	34	20	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1607	-	-	1610	-	-	867	818	1071	904	822	1073
Stage 1	-	-	-	-	-	-	1001	880	-	964	854	-
Stage 2	-	-	-	-	-	-	914	850	-	982	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1607	-	-	1607	-	-	785	803	1067	865	807	1071
Mov Cap-2 Maneuver	-	-	-	-	-	-	785	803	-	865	807	-
Stage 1	-	-	-	-	-	-	996	876	-	961	843	-
Stage 2	-	-	-	-	-	-	809	839	-	944	875	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	4.7	9.4	10.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	861	1607	-	-	1607	-	-	824
HCM Lane V/C Ratio	0.048	0.003	-	-	0.013	-	-	0.143
HCM Control Delay (s)	9.4	7.2	0	-	7.3	0	-	10.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	13	754	19	13	927	10	12	9	10	7	12	34
Future Vol, veh/h	13	754	19	13	927	10	12	9	10	7	12	34
Conflicting Peds, #/hr	11	0	5	5	0	11	11	0	2	2	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	89	79	81	86	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	17	847	24	16	1078	13	16	12	13	9	16	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1102	0	0	876	0	0	1488	2032	866	2036	2038	568
Stage 1	-	-	-	-	-	-	898	898	-	1128	1128	-
Stage 2	-	-	-	-	-	-	590	1134	-	908	910	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	631	-	-	769	-	-	94	57	352	37	56	467
Stage 1	-	-	-	-	-	-	333	357	-	218	278	-
Stage 2	-	-	-	-	-	-	462	277	-	329	353	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	625	-	-	766	-	-	71	50	350	30	50	458
Mov Cap-2 Maneuver	-	-	-	-	-	-	183	151	-	120	153	-
Stage 1	-	-	-	-	-	-	314	337	-	204	261	-
Stage 2	-	-	-	-	-	-	367	260	-	289	333	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	27.3	24.9
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	202	625	-	-	766	-	-	251
HCM Lane V/C Ratio	0.205	0.028	-	-	0.021	-	-	0.282
HCM Control Delay (s)	27.3	10.9	0	-	9.8	0.3	-	24.9
HCM Lane LOS	D	B	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-	-	1.1

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	571	41	18	542	2	16	7	11	21	47	19
Future Vol, veh/h	12	571	41	18	542	2	16	7	11	21	47	19
Conflicting Peds, #/hr	3	0	5	5	0	3	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	30	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	90	75	75	95	75	75	75	100	75	75	75
Heavy Vehicles, %	2	3	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	16	634	55	24	571	3	21	9	11	28	63	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	577	0	0	694	0	0	1339	1296	641	1328	1348	577
Stage 1	-	-	-	-	-	-	671	671	-	622	622	-
Stage 2	-	-	-	-	-	-	668	625	-	706	726	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	996	-	-	901	-	-	130	162	475	132	151	516
Stage 1	-	-	-	-	-	-	446	455	-	474	479	-
Stage 2	-	-	-	-	-	-	448	477	-	427	430	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	993	-	-	897	-	-	95	150	472	119	140	513
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	270	-	242	257	-
Stage 1	-	-	-	-	-	-	433	441	-	461	459	-
Stage 2	-	-	-	-	-	-	352	457	-	397	417	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	21.1	26.2
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	265	993	-	-	897	-	-	284
HCM Lane V/C Ratio	0.157	0.016	-	-	0.027	-	-	0.408
HCM Control Delay (s)	21.1	8.7	0	-	9.1	0	-	26.2
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.5	0	-	-	0.1	-	-	1.9

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	2	8	16	1	8	11	19	9	24	65	20
Future Vol, veh/h	11	2	8	16	1	8	11	19	9	24	65	20
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	2	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	88	95	75	75	77	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	3	11	21	1	11	13	20	12	32	84	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	12	0	0	16	0	0	147	95	13	106	95	9
Stage 1	-	-	-	-	-	-	41	41	-	49	49	-
Stage 2	-	-	-	-	-	-	106	54	-	57	46	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1607	-	-	1602	-	-	821	795	1067	873	795	1073
Stage 1	-	-	-	-	-	-	974	861	-	964	854	-
Stage 2	-	-	-	-	-	-	900	850	-	955	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1607	-	-	1599	-	-	719	776	1063	831	776	1071
Mov Cap-2 Maneuver	-	-	-	-	-	-	719	776	-	831	776	-
Stage 1	-	-	-	-	-	-	963	852	-	955	843	-
Stage 2	-	-	-	-	-	-	778	839	-	912	848	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	4.7	9.7	10.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	817	1607	-	-	1599	-	-	831
HCM Lane V/C Ratio	0.054	0.009	-	-	0.013	-	-	0.172
HCM Control Delay (s)	9.7	7.3	0	-	7.3	0	-	10.2
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	14	748	20	13	919	11	13	10	10	8	13	36
Future Vol, veh/h	14	748	20	13	919	11	13	10	10	8	13	36
Conflicting Peds, #/hr	11	0	5	5	0	11	11	0	2	2	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	89	79	81	86	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	19	840	25	16	1069	15	17	13	13	11	17	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1095	0	0	870	0	0	1482	2023	860	2026	2028	564
Stage 1	-	-	-	-	-	-	896	896	-	1120	1120	-
Stage 2	-	-	-	-	-	-	586	1127	-	906	908	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	635	-	-	773	-	-	95	58	355	38	57	470
Stage 1	-	-	-	-	-	-	334	358	-	221	281	-
Stage 2	-	-	-	-	-	-	464	279	-	330	353	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	629	-	-	770	-	-	70	51	353	31	50	461
Mov Cap-2 Maneuver	-	-	-	-	-	-	182	151	-	121	154	-
Stage 1	-	-	-	-	-	-	313	335	-	206	264	-
Stage 2	-	-	-	-	-	-	365	262	-	286	331	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	28.2	25.7
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	199	629	-	-	770	-	-	249
HCM Lane V/C Ratio	0.221	0.03	-	-	0.021	-	-	0.305
HCM Control Delay (s)	28.2	10.9	0	-	9.8	0.2	-	25.7
HCM Lane LOS	D	B	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	1.2

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	576	41	18	547	2	16	7	11	21	47	19
Future Vol, veh/h	12	576	41	18	547	2	16	7	11	21	47	19
Conflicting Peds, #/hr	3	0	5	5	0	3	3	0	2	2	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	75	-	-	30	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	90	75	75	95	75	75	75	100	75	75	75
Heavy Vehicles, %	2	3	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	16	640	55	24	576	3	21	9	11	28	63	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	582	0	0	700	0	0	1350	1307	647	1339	1359	582
Stage 1	-	-	-	-	-	-	677	677	-	627	627	-
Stage 2	-	-	-	-	-	-	673	630	-	712	732	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	992	-	-	897	-	-	128	160	471	130	149	513
Stage 1	-	-	-	-	-	-	443	452	-	471	476	-
Stage 2	-	-	-	-	-	-	445	475	-	423	427	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	989	-	-	893	-	-	93	148	468	117	138	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	213	268	-	239	254	-
Stage 1	-	-	-	-	-	-	429	438	-	457	456	-
Stage 2	-	-	-	-	-	-	349	455	-	393	414	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	21.2	26.5
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	263	989	-	-	893	-	-	281
HCM Lane V/C Ratio	0.158	0.016	-	-	0.027	-	-	0.413
HCM Control Delay (s)	21.2	8.7	0	-	9.1	0	-	26.5
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	1.9

Intersection	
Int Delay, s/veh	8.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	2	8	16	1	8	11	19	9	24	65	20
Future Vol, veh/h	11	2	8	16	1	8	11	19	9	24	65	20
Conflicting Peds, #/hr	0	0	2	2	0	0	2	0	2	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	88	95	75	75	77	75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	3	11	21	1	11	13	20	12	32	84	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	12	0	0	16	0	0	147	95	13	106	95	9
Stage 1	-	-	-	-	-	-	41	41	-	49	49	-
Stage 2	-	-	-	-	-	-	106	54	-	57	46	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1607	-	-	1602	-	-	821	795	1067	873	795	1073
Stage 1	-	-	-	-	-	-	974	861	-	964	854	-
Stage 2	-	-	-	-	-	-	900	850	-	955	857	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1607	-	-	1599	-	-	719	776	1063	831	776	1071
Mov Cap-2 Maneuver	-	-	-	-	-	-	719	776	-	831	776	-
Stage 1	-	-	-	-	-	-	963	852	-	955	843	-
Stage 2	-	-	-	-	-	-	778	839	-	912	848	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	4.7	9.7	10.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	817	1607	-	-	1599	-	-	831
HCM Lane V/C Ratio	0.054	0.009	-	-	0.013	-	-	0.172
HCM Control Delay (s)	9.7	7.3	0	-	7.3	0	-	10.2
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	14	755	20	13	928	11	13	10	10	8	13	36
Future Vol, veh/h	14	755	20	13	928	11	13	10	10	8	13	36
Conflicting Peds, #/hr	11	0	5	5	0	11	11	0	2	2	0	11
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	89	79	81	86	75	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	19	848	25	16	1079	15	17	13	13	11	17	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1105	0	0	878	0	0	1495	2041	868	2044	2046	569
Stage 1	-	-	-	-	-	-	904	904	-	1130	1130	-
Stage 2	-	-	-	-	-	-	591	1137	-	914	916	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.219	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	630	-	-	767	-	-	93	56	351	37	56	466
Stage 1	-	-	-	-	-	-	331	355	-	218	278	-
Stage 2	-	-	-	-	-	-	461	276	-	326	350	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	624	-	-	764	-	-	69	49	349	30	49	457
Mov Cap-2 Maneuver	-	-	-	-	-	-	180	149	-	119	152	-
Stage 1	-	-	-	-	-	-	310	333	-	203	260	-
Stage 2	-	-	-	-	-	-	361	259	-	283	328	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.4	28.6	26
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	196	624	-	-	764	-	-	246
HCM Lane V/C Ratio	0.224	0.03	-	-	0.021	-	-	0.309
HCM Control Delay (s)	28.6	10.9	0	-	9.8	0.3	-	26
HCM Lane LOS	D	B	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	1.3

APPENDIX

C SIGNAL WARRANT ANALYSIS

City of Winnipeg - Traffic Signal & Pedestrian Signal Head Warrant Analysis

Main Street (name)	Grant Ave.	Direction (EW or NS)	EW	Road Authority:	City of Winnipeg
Side Street (name)	Centennial St.	Direction (EW or NS)	NS	City:	Winnipeg
Quadrant / Int #		Comments	2029 Post Development	Analysis Date:	2022 Mar 03, Thu
CHECK SHEET	for Warrant Calculation Results, please hit 'Page Down'			Count Date:	2029 Post Development
				Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	RT Channelization (y/n)	UpStream Signal (m)	# of Thru Lanes	LT Phase Type	RTOR Allowed (y/n)	Actuated Thru Phase
Grant Ave.	WB		1			1		n	1,680	2			
Grant Ave.	EB		1			1		n	160	2			
Centennial St.	NB				1			n	2,000	1			
Centennial St.	SB				1			n	2,000	1			

Saturation Flow Rates (if not default) (vphpl)		Default Saturation Flow Rates (vphpl)
Left Turn		1,650
Through		1,800
Right Turn		1,500

Are the Centennial St. NB right turns significantly impeded by through movements? (y/n)	y	
Are the Centennial St. SB right turns significantly impeded by through movements? (y/n)	y	
Are the Grant Ave. WB right turns significantly impeded by through movements? (y/n)	n	
Are the Grant Ave. EB right turns significantly impeded by through movements? (y/n)	n	

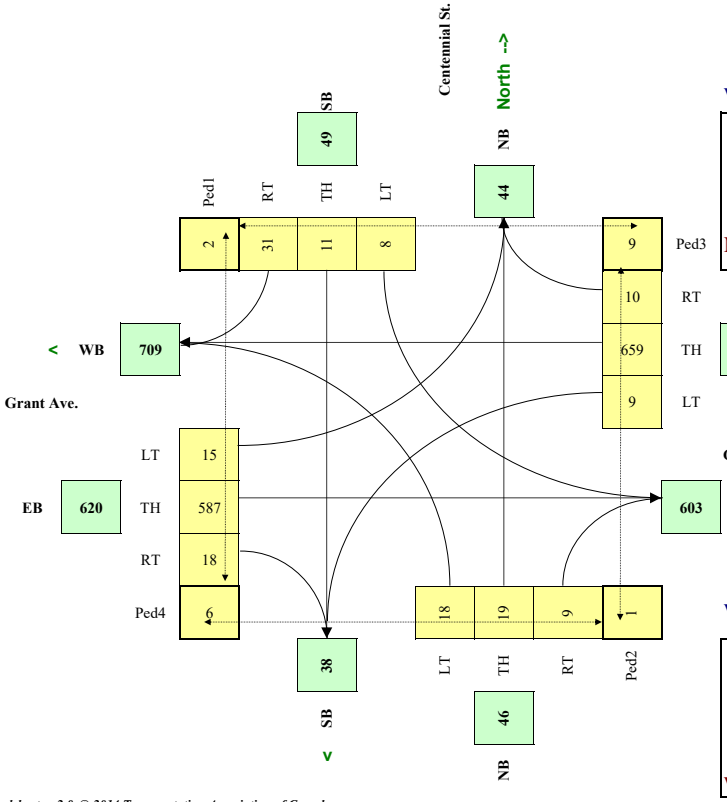
Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	750,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Grant Ave.	EW	50	4.0%	y	5.0
Centennial St.	NS		2.0%	n	0.0

Set Peak Hours

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
	53	52	8	8	1	14	6	399	8	13	394	11	0	2	8	2
	31	24	14	7	4	30	12	475	6	13	428	19	0	1	7	3
	4	7	2	6	6	23	0	500	4	12	533	12	4	0	15	7
	5	10	10	7	14	33	10	856	14	18	678	19	6	0	9	12
	13	10	10	8	13	36	13	928	11	14	755	20	1	2	11	5
	4	11	8	9	25	51	11	798	16	21	732	29	1	3	4	9
Total (6-hour peak)	110	114	52	45	63	187	52	3,956	59	91	3,520	110	12	8	54	38
Average (6-hour peak)	18	19	9	8	11	31	9	659	10	15	587	18	2	1	9	6
													Actual Pedestrian Crossing Distance (m)			
													21.0	21.0	9.0	9.0

Average 6-hour Peak Turning Movements



$W_{SIG} = [C_{bt}(X_{v\text{-}v}) / K_1 + (F (X_{v\text{-}p}) L) / K_2] \times C_i$

W = 52 50 2

Veh *Ped*

Not Warranted - Vs<75

RESET SHEET

$W_{PED} = [F ((Xped_m)d_m/K_2) + (Xped_s)d_s/K_3)]$

W = 7

Warranted - Complex Intersection

Traffic Signal Warrant Spreadsheet - v2.0 © 2014 Transportation Association of Canada

City of Winnipeg - Traffic Signal & Pedestrian Signal Head Warrant Analysis

Main Street (name)	Corydon Ave.	Direction (EW or NS)	EW	Road Authority:	City of Winnipeg
Side Street (name)	Centennial St.	Direction (EW or NS)	NS	City:	Winnipeg
Quadrant / Int #		Comments	2029 Post Development	Analysis Date:	2022 Mar 03, Thu
CHECK SHEET				Count Date:	2029 Post Development
for Warrant Calculation Results, please hit 'Page Down'				Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	RT Channelization (y/n)	UpStream Signal (m)	# of Thru Lanes	LT Phase Type	RTOR Allowed (y/n)	Actuated Thru Phase
Corydon Ave.	WB		1				1	n	1,885	1			
Corydon Ave.	EB		1				1	n	330	1			
Centennial St.	NB				1			n	2,000	1			
Centennial St.	SB				1			n	2,000	1			

Saturation Flow Rates (if not default) (vphpl)		Default Saturation Flow Rates (vphpl)
Left Turn		1,650
Through		1,800
Right Turn		1,500

Are the Centennial St. NB right turns significantly impeded by through movements? (y/n) y

Are the Centennial St. SB right turns significantly impeded by through movements? (y/n) y

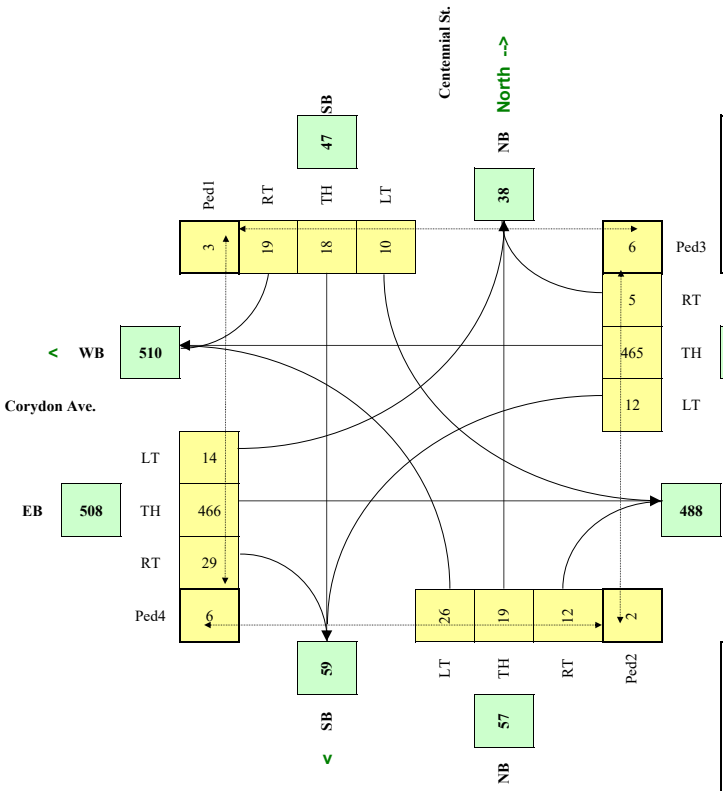
Demographics		
Elem. School/Mobility Challenged	(y/n)	y
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	y
Metro Area Population	(#)	750,000
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Corydon Ave.	EW	50	4.0%	y	5.0
Centennial St.	NS		2.0%	n	0.0

Set Peak Hours

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
	60	58	11	6	1	13	7	399	6	13	394	13	3	3	6	10
	39	31	18	5	3	29	13	475	4	13	428	20	4	1	11	10
	11	5	8	5	10	14	11	356	6	14	363	18	3	1	2	2
	15	7	13	10	16	17	11	468	5	13	471	42	2	2	4	5
	12	5	10	10	30	20	17	574	6	13	577	36	3	3	10	4
	17	7	14	26	49	19	14	519	5	16	560	42	0	2	1	3
Total (6-hour peak)	154	113	74	62	109	112	73	2,791	32	82	2,793	171	15	12	34	34
Average (6-hour peak)	26	19	12	10	18	19	12	465	5	14	466	29	3	2	6	6
													Actual Pedestrian Crossing Distance (m)			
													21.0	21.0	9.0	9.0

Average 6-hour Peak Turning Movements



$W_{SIG} = [C_{bt}(X_{v-v}) / K_1 + (F (X_{v-p}) L) / K_2] \times C_i$

W = 56 53 3

Veh *Ped*

Not Warranted - Vs<75

RESET SHEET

$W_{PED} = [F ((Xped_m)d_m/K_2) + (Xped_s)d_s/K_3)]$

W = 9

Warranted - Complex Intersection

Traffic Signal Warrant Spreadsheet - v2.0 © 2014 Transportation Association of Canada

APPENDIX

D COLLISION DATA

INCL *	ACCIDENT ID	ACCIDENT #	STATUS	LOCATION	DATECOL	BASIC DESCRIPTION	ACCIDENT SITE TYPE	CLASS OF ACCIDENT	TRAFFIC CONTROL	LIGHT	WEATHER	ROAD SURFACE CONDITION	ROAD SURFACE	# OF VEH	# OF PPL	# OF PEDS	VEH ID	VEH #	SEQ 1	SEQ 2	MANEUVER	VEH TYPE	DIR	DRIVER AGE	DRIVER CONDITION	DRIVER ACTION
I	M16-475549	36518102	V	Corydon Ave & Centennial St	08-10-2016 22:30	Intersection 90 Degree	Between Intersections	Non-Fatal Injury	Unknown	Artificial Li	Clear	Dry	Asphalt	2	1	0	36518103	1	Vehicle	Unknown	Going Straight Ahead	Motocycle/ Scooter	East	40	Apparently Normal	Driving Properly
E	M16-475549	36518102	V	Corydon Ave & Centennial St	08-10-2016 22:30	Intersection 90 Degree	Between Intersections	Non-Fatal Injury	Unknown	Artificial Li	Clear	Dry	Asphalt	2	1	0	36518104	2	Vehicle	Unknown	Going Straight Ahead	Automobile	South	50	Unknown	Leave Stop Sign Before Safe to Do So
I	M16-478777	36519885	V	Corydon Ave & Centennial St	8/18/2016 7:30:00 PM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Stop	Day	Clear	Dry	Concrete	2	1	0	36519886	1	Motorcycle	Unknown	Stopped in Traffic	Automobile	North	54	Unknown	Leave Stop Sign Before Safe to Do So
E	M16-478777	36519885	V	Corydon Ave & Centennial St	8/18/2016 7:30:00 PM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Stop	Day	Clear	Dry	Concrete	2	1	0	36519887	2	Vehicle	Unknown	Going Straight Ahead	Motocycle/ Scooter	East	29	Apparently Normal	Driving Properly
I	M16-479168	36520133	V	Corydon Ave & Centennial St	8/25/2016 8:30:00 AM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Raining	Wet	Asphalt	2	0	0	36520134	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	52	Apparently Normal	Driving Properly
E	M16-479168	36520133	V	Corydon Ave & Centennial St	8/25/2016 8:30:00 AM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Raining	Wet	Asphalt	2	0	0	36520135	2	Vehicle	Unknown	Going Straight Ahead	Automobile	North	45	Apparently Normal	Careless Driving
E	M16-481904	36521923	V	Corydon Ave & Centennial St	09-08-2016 7:30	Fixed Object	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Asphalt	1	0	0	36521924	1	Unknown	Unknown	Going Straight Ahead	Automobile	North	26	Apparently Normal	Driving Properly
I	M17-510618	37123780	V	Corydon Ave & Centennial St	3/13/2017 7:30:00 AM	Intersection 90 Degree	Between Intersections	Non-Fatal Injury	Stop	Dawn	Clear	Dry	Asphalt	2	1	0	37123781	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	27	Apparently Normal	Driving Properly
E	M17-510618	37123780	V	Corydon Ave & Centennial St	3/13/2017 7:30:00 AM	Intersection 90 Degree	Between Intersections	Non-Fatal Injury	Stop	Dawn	Clear	Dry	Asphalt	2	1	0	37123782	2	Vehicle	Unknown	Going Straight Ahead	Automobile	East	24	Unknown	Careless Driving
I	M17-530091	37135997	V	Corydon Ave & Centennial St	4/27/2017 3:30:00 PM	Intersection 90 Degree	Between Intersections	Non-Fatal Injury	Stop	Day	Clear	Dry	Asphalt	2	1	0	37135998	1	Vehicle	Unknown	Going Straight Ahead	Automobile	North	27	Apparently Normal	Driving Properly
E	M17-530091	37135997	V	Corydon Ave & Centennial St	4/27/2017 3:30:00 PM	Intersection 90 Degree	Between Intersections	Non-Fatal Injury	Stop	Day	Clear	Dry	Asphalt	2	1	0	37135999	2	Vehicle	Unknown	Turning Left	Mini-Van/ Multi-Purpose Van	South	35	Unknown	Turning Improperly
I	M17-521591	37130927	V	Corydon Ave & Centennial St	5/13/2017 1:30:00 PM	Intersection 90 Degree	Intersection	P.D. Only	Unknown	Day	Clear	Dry	Asphalt	1	0	0	37130928	1	Vehicle	Unknown	Turning Left	Automobile	West	27	Apparently Normal	Driving Properly
U	M17-530666	37136355	V	Corydon Ave & Centennial St	06-06-2017 15:30	Sideswipe (Same Dir)	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	1	0	0	37136356	1	Vehicle	Unknown	Going Straight Ahead	Automobile	East	17	Apparently Normal	Driving Properly
E	M17-551418	37148269	V	Corydon Ave & Centennial St	8/30/2017 2:30:00 AM	Parking	Between Intersections	P.D. Only	Unknown	Artificial Li	Clear	Dry	Concrete	1	0	0	37148270	1	Vehicle	Unknown	Parked - Legally	Automobile	South	55	Apparently Normal	Driving Properly
I	M17-561250	37154164	V	Corydon Ave & Centennial St	9/24/2017 5:30:00 PM	Rear End	Between Intersections	P.D. Only	Unknown	Dusk	Cloudy	Wet	Concrete	2	0	0	37154165	1	Vehicle	Unknown	Going Straight Ahead	Automobile	East	36	Apparently Normal	Driving Properly
E	M17-561250	37154164	V	Corydon Ave & Centennial St	9/24/2017 5:30:00 PM	Rear End	Between Intersections	P.D. Only	Unknown	Dusk	Cloudy	Wet	Concrete	2	0	0	37154166	2	Vehicle	Unknown	Going Straight Ahead	Automobile	West	29	Apparently Normal	Driving Properly
I	M17-568100	37158359	V	Corydon Ave & Centennial St	11/16/2017 3:30:00 PM	Rear End	Between Intersections	P.D. Only	Stop	Day	Clear	Slush	Unknown	1	0	0	37158360	1	Vehicle	Unknown	Stopped in Traffic	Automobile	South	31	Apparently Normal	Driving Properly
I	M18-621091	37674701	V	Corydon Ave & Centennial St	04-04-2018 15:30	Intersection 90 Degree	Intersection	P.D. Only	Unknown	Day	Clear	Dry	Asphalt	2	0	0	37674702	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	31	Apparently Normal	Driving Properly
E	M18-621091	37674701	V	Corydon Ave & Centennial St	04-04-2018 15:30	Intersection 90 Degree	Intersection	P.D. Only	Unknown	Day	Clear	Dry	Asphalt	2	0	0	37674703	2	Vehicle	Unknown	Starting in Traffic	Automobile	North	76	Unknown	Following Too Closely
I	M18-626605	37677989	V	Corydon Ave & Centennial St	5/15/2018 6:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Cloudy	Dry	Asphalt	2	0	0	37677990	1	Vehicle	Vehicle	Going Straight Ahead	Automobile	West	60	Apparently Normal	Driving Properly
E	M18-626605	37677989	V	Corydon Ave & Centennial St	5/15/2018 6:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Cloudy	Dry	Asphalt	2	0	0	37677991	2	Vehicle	Unknown	Going Straight Ahead	Automobile	North	42	Unknown	Failed to Yield Right of Way
I	M18-644009	37687881	V	Corydon Ave & Centennial St	6/26/2018 3:30:00 PM	Sideswipe (Same Dir)	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	2	0	0	37687882	1	Vehicle	Unknown	Turning Left	Automobile	South	73	Unknown	Failed to Yield Right of Way
E	M18-644009	37687881	V	Corydon Ave & Centennial St	6/26/2018 3:30:00 PM	Sideswipe (Same Dir)	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	2	0	0	37687883	2	Vehicle	Unknown	Going Straight Ahead	Motocycle/ Scooter	South	49	Apparently Normal	Driving Properly
I	M18-654079	37693674	V	Corydon Ave & Centennial St	10-12-2018 7:30	Unknown	Between Intersections	P.D. Only	Unknown	Artificial Li	Cloudy	Dry	Asphalt	2	0	0	37693675	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	53	Apparently Normal	Failed to Yield Right of Way
E	M18-654079	37693674	V	Corydon Ave & Centennial St	10-12-2018 7:30	Unknown	Between Intersections	P.D. Only	Unknown	Artificial Li	Cloudy	Dry	Asphalt	2	0	0	37693676	2	Vehicle	Unknown	Going Straight Ahead	Pick-Up Under 4500 kg	West	31	Apparently Normal	Driving Properly
U	M18-654486	37693913	V	Corydon Ave & Centennial St	10/16/2018 1:30:00 PM	Unknown	Between Intersections	P.D. Only	Unknown	Day	Cloudy	Dry	Unknown	2	0	0	37693914	1	Vehicle	Unknown	Going Straight Ahead	Automobile	North	32	Unknown	Careless Driving
E	M18-654486	37693913	V	Corydon Ave & Centennial St	10/16/2018 1:30:00 PM	Unknown	Between Intersections	P.D. Only	Unknown	Day	Cloudy	Dry	Unknown	2	0	0	37693915	2	Vehicle	Unknown	Stopped in Traffic	Automobile	Unknown	22	Apparently Normal	Driving Properly
I	M18-657091	37695308	V	Corydon Ave & Centennial St	11/19/2018 8:30:00 AM	Rear End	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	1	0	0	37695309	1	Vehicle	Unknown	Stopped in Traffic	Automobile	East	28	Apparently Normal	Driving Properly
U	M18-674888	37705837	V	Corydon Ave & Centennial St	12-05-2018 12:30	Sideswipe (Same Dir)	Between Intersections	P.D. Only	Unknown	Day	Cloudy	Snow	Asphalt	2	0	0	37705838	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	33	Apparently Normal	Changing Lanes Improperly
E	M18-674888	37705837	V	Corydon Ave & Centennial St	12-05-2018 12:30	Sideswipe (Same Dir)	Between Intersections	P.D. Only	Unknown	Day	Cloudy	Snow	Asphalt	2	0	0	37705839	2	Vehicle	Unknown	Going Straight Ahead	Automobile	West	50	Apparently Normal	Driving Properly
I	M19-678820	38015264	V	Corydon Ave & Centennial St	1/29/2019 11:30:00 AM	Intersection 90 Degree	Between Intersections	P.D. Only	Stop	Day	Clear	Ice	Concrete	2	0	0	38015265	1	Vehicle	Unknown	Starting in Traffic	Mini-Van/ Multi-Purpose Van	North	67	Apparently Normal	Leave Stop Sign Before Safe to Do So
E	M19-678820	38015264	V	Corydon Ave & Centennial St	1/29/2019 11:30:00 AM	Intersection 90 Degree	Between Intersections	P.D. Only	Stop	Day	Clear	Ice	Concrete	2	0	0	38015266	2	Unknown	Unknown	Going Straight Ahead	Pick-Up Under 4500 kg	East	42	Apparently Normal	Driving Properly
I	M19-678964	38015360	V	Corydon Ave & Centennial St	02-08-2019 8:30	Intersection 90 Degree	Intersection	Non-Fatal Injury	Unknown	Day	Cloudy	Ice	Concrete	2	1	0	38015361	1	Vehicle	Unknown	Going Straight Ahead	Automobile	East	48	Apparently Normal	Driving Properly
E	M19-678964	38015360	V	Corydon Ave & Centennial St	02-08-2019 8:30	Intersection 90 Degree	Intersection	Non-Fatal Injury	Unknown	Day	Cloudy	Ice	Concrete	2	1	0	38015362	2	Vehicle	Unknown	Starting in Traffic	Mini-Van/ Multi-Purpose Van	South	35	Apparently Normal	Failed to Yield Right of Way
I	M19-709014	38033953	V	Corydon Ave & Centennial St	3/19/2019 4:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	2	0	0	38033954	1	Vehicle	Curbing	Going Straight Ahead	Automobile	West	31	Apparently Normal	Driving Properly
E	M19-709014	38033953	V	Corydon Ave & Centennial St	3/19/2019 4:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	2	0	0	38033955	2	Vehicle	Unknown	Stopped in Traffic	Automobile	South	51	Apparently Normal	Leave Stop Sign Before Safe to Do So
I	M19-713549	38036437	V	Corydon Ave & Centennial St	04-10-2019 7:30	Intersection 90 Degree	Between Intersections	Non-Fatal Injury	Unknown	Day	Cloudy	Dry	Concrete	2	1	0	38036438	1	Vehicle	Building / Wall	Going Straight Ahead	Automobile	West	59	Apparently Normal	Driving Properly
E	M19-713549	38036437	V	Corydon Ave & Centennial St	04-10-2019 7:30	Intersection 90 Degree	Between Intersections	Non-Fatal Injury	Unknown	Day	Cloudy	Dry	Concrete	2	1	0	38036439	2	Vehicle	Unknown	Going Straight Ahead	Automobile	Unknown	18	Apparently Normal	Careless Driving
U	M19-729857	38045653	V	Corydon Ave & Centennial St	8/23/2019 11:30:00 AM	Unknown	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Asphalt	2	0	0	38045654	1	Vehicle	Unknown	Starting from Parked Position / Leaving Roadside	Automobile	Unknown	80	Apparently Normal	Careless Driving
E	M19-729857	38045653	V	Corydon Ave & Centennial St	8/23/2019 11:30:00 AM	Unknown	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Asphalt	2	0	0	38045655	2	Vehicle	Unknown	Going Straight Ahead	Automobile	Unknown	71	Apparently Normal	Driving Properly
I	M19-737655	38050500	V	Corydon Ave & Centennial St	9/20/2019 12:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Cloudy	Wet	Concrete	2	0	0	38050501	1	Vehicle	Unknown	Going Straight Ahead	Automobile	East	33	Apparently Normal	Driving Properly
E	M19-737655	38050500	V	Corydon Ave & Centennial St	9/20/2019 12:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Cloudy	Wet	Concrete	2	0	0	38050502	2	Vehicle	Unknown	Going Straight Ahead	Automobile	South	18	Apparently Normal	Failed to Yield Right of Way
I	M19-736761	38049931	V	Corydon Ave & Centennial St	10/17/2019 7:30:00 AM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Dark	Cloudy	Wet	Concrete	2	0	0	38049932	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	68	Apparently Normal	Driving Properly
E	M19-736761	38049931	V	Corydon Ave & Centennial St	10/17/2019 7:30:00 AM	Intersection 90 Degree	Intersection	P.D. Only	Unknown	Dark	Cloudy	Wet	Concrete	2	0	0	38049933	2	Vehicle	Unknown	Going Straight Ahead	Automobile	North	43	Apparently Normal	Careless Driving
I	M19-757655	38062742	V	Corydon Ave & Centennial St	10/18/2019 7:30:00 AM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Dark	Clear	Dry	Concrete	2	0	0	38062743	1	Vehicle	Unknown	Going Straight Ahead	Automobile	East	22	Apparently Normal	Driving Properly
E	M19-757655	38062742	V	Corydon Ave & Centennial St	10/18/2019 7:30:00 AM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Dark	Clear	Dry	Concrete	2	0	0	38062744	2	Vehicle	Curbing	Going Straight Ahead	Automobile	North	33	Apparently Normal	Leave Stop Sign Before Safe to Do So
E	M19-760863	38064332	V	Corydon Ave & Centennial St	10/22/2019 7:30:00 PM	Parking	Between Intersections	P.D. Only	Unknown	Unknown	Unknown	Dry	Asphalt	1	0	0	38064333	1	Vehicle	Unknown	Parked - Legally	Automobile	South	44	Apparently Normal	Driving Properly
I	M19-749542	38057717	V	Corydon Ave & Centennial St	11/29/2019 1:30:00 PM	Intersection 90 Degree	Intersection	P.D. Only	Stop	Day	Cloudy	Wet	Concrete	1	0	0	38057718	1	Vehicle	Unknown	Starting in Traffic	Automobile	North	29	Apparently Normal	Careless Driving
I	M19-750211	38058276	V	Corydon Ave & Centennial St	12/13/2019 5:30:00 PM	Unknown	Between Intersections	P.D. Only	Stop	Artificial Li	Clear	Ice	Asphalt	1	0	0	38058277	1	Vehicle	Unknown	Stopped in Traffic	Automobile	North	39	Apparently Normal	Driving Properly
I	M19-751850	38059383	V	Corydon Ave & Centennial St	12/20/2019 5:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Stop	Artificial Li	Clear	Ice	Unknown	1	0	0	38059384	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	31	Apparently Normal	Driving Properly
I	M20-785905	38147663	V	Corydon Ave & Centennial St	2/24/2020 2:30:00 PM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Unknown	Day	Clear	Wet	Unknown	2	2	0	38147664	1	Vehicle	Unknown	Going Straight Ahead	Van Under 4500 kg	South	45	Unknown	Unknown
E	M20-785905	38147663	V	Corydon Ave & Centennial St	2/24/2020 2:30:00 PM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Unknown	Day	Clear	Wet	Unknown	2	2	0	38147665	2	Vehicle	Unknown	Going Straight Ahead	Mini-Van/ Multi-Purpose Van	East	60	Apparently Normal	Driving Properly
I	M20-787008	38148126	V	Corydon Ave & Centennial St	5/29/2020 5:30:00 PM	Rear End	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	1	0	0	38148127	1	Vehicle	Unknown	Stopped in Traffic	Automobile	East	38	Apparently Normal	Driving Properly
I	M20-813051	38159512	V	Corydon Ave & Centennial St	10/23/2020 10:30:00 AM	Intersection 90 Degree	Between Intersections	P.D. Only	Stop	Day	Cloudy	Dry	Concrete	1	0	0	38159513	1	Vehicle	Unknown	Going Straight Ahead	Pick-Up Under 4500 kg	East	34	Apparently Normal	Driving Properly
U	M20-828485	38167703	V	Corydon Ave & Centennial St	12/25/2020 7:30:00 AM	Unknown	Between Intersections	P.D. Only	Unknown	Dark	Clear	Ice	Asphalt	1	0	0	38167704	1	Unknown	Unknown	Going Straight Ahead	Automobile	South	33	Apparently Normal	Driving Properly
I	M16-436145	36493784	V	Grant Ave & Centennial St	1/29/2016 4:30:00 PM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Unknown	Day	Cloudy	Unknown	Concrete	2	1	0	36493785	1	Vehicle	Unknown	Going Straight Ahead	Automobile	East	33	Apparently Normal	Driving Properly
E	M16-436145	36493784	V	Grant Ave & Centennial St	1/29/2016 4:30:00 PM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Unknown	Day	Cloudy	Unknown	Concrete	2	1	0	36493786	2	Vehicle	Unknown	Going Straight Ahead	Automobile	South	16	Unknown	Leave Stop Sign Before Safe to Do So
I	M16-446377	36500778	V	Grant Ave & Centennial St	3/16/2016 12:30:00 PM	Rear End	Between Intersections	P.D. Only	Unknown	Day	Cloudy	Dry	Asphalt	2	0	0	36500779	1	Vehicle	Vehicle	Going Straight Ahead	Automobile	East	86	Unknown	Following Too Closely
E	M16-446377	36500778	V	Grant Ave & Centennial St	3/16/2016 12:30:00 PM	Rear End	Between Intersections	P.D. Only	Unknown	Day	Cloudy	Dry	Asphalt	2	0	0	36500780	2	Vehicle	Unknown	Stopped in Traffic	Automobile	East	52	Apparently Normal	Driving Properly
I	M16-455986	36506309	V	Grant Ave & Centennial St	7/29/2016 1:30:00 PM	Sideswipe (Same Dir)	Between Intersections	P.D. Only	Stop	Day	Clear	Dry	Concrete	2	0	0	36506310	1	Vehicle	Unknown	Turning Left	Automobile	South	23	Apparently Normal	Driving Properly
E	M16-455986	36506309	V	Grant Ave & Centennial St	7/29/2016 1:30:00 PM	Sideswipe (Same Dir)	Between Intersections	P.D. Only	Stop	Day	Clear	Dry	Concrete	2	0	0	36506311	2	Vehicle	Unknown	Unknown	Automobile	West	48	Apparently Normal	Driving Properly
I	M16-474745	36517617	V	Grant Ave & Centennial St	8/24/2016 1:30:00 PM	Left Turn (Same Dir)	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	2	0	0	36517618	1	Vehicle	Unknown	Going Straight Ahead	Mini-Van/ Multi-Purpose Van	East	60	Apparently Normal	Driving Properly
E	M16-474745	36517617	V	Grant Ave & Centennial St	8/24/2016 1:30:00 PM	Left Turn (Same Dir)	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	2	0	0	36517619	2	Vehicle	Unknown	Turning Left	Automobile	East	81	Unknown	Failed to Yield Right of Way
I	M16-483110	36522775	V	Grant Ave & Centennial St	12-09-2016 10:30	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Asphalt	1	0	0	36522776	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	62	Apparently Normal	Driving Properly
U	M16-495379	36530629	V	Grant Ave & Centennial St	12/23/2016 12:30:00 PM	Unknown	Between Intersections	P.D. Only	Unknown	Day	Clear	Slush	Asphalt	2	0	0	36530630	1	Vehicle	Unknown	Going Straight Ahead	Automobile	South	33	Apparently Normal	Driving Properly
E	M16-495379	36530629	V	Grant Ave & Centennial St	12/23/2016 12:30:00 PM	Unknown	Between Intersections	P.D. Only	Unknown	Day	Clear	Slush	Asphalt	2	0	0	36530631	2	Vehicle	Unknown	Reversing	Automobile	North	38	Apparently Normal	Backing Unsafely
I	M16-487242	36525816	V	Grant Ave & Centennial St	12/29/2016 4:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Dusk	Clear	Dry	Concrete	1	0	0	36525817	1	Vehicle	Unknown	Going Straight Ahead	Automobile	East	49	Apparently Normal	Driving Properly

INCL *	ACCIDENT ID	ACCIDENT #	STATUS	LOCATION	DATECOL	BASIC DESCRIPTION	ACCIDENT SITE TYPE	CLASS OF ACCIDENT	TRAFFIC CONTROL	LIGHT	WEATHER	ROAD SURFACE CONDITION	ROAD SURFACE	# OF VEH	# OF PPL	# OF PEDS	VEH ID	VEH #	SEQ 1	SEQ 2	MANEUVER	VEH TYPE	DIR	DRIVER AGE	DRIVER CONDITION	DRIVER ACTION
I	M17-511827	37124696	V	Grant Ave & Centennial St	01-03-2017 11:30	Unknown	Between Intersections	P.D. Only	Traffic Signal/Control Device	Day	Cloudy	Snow	Unknown	2	0	0	37124697	1	Vehicle	Unknown	Going Straight Ahead	Automobile	East	73	Unknown	Unknown
E	M17-511827	37124696	V	Grant Ave & Centennial St	01-03-2017 11:30	Unknown	Between Intersections	P.D. Only	Traffic Signal/Control Device	Day	Cloudy	Snow	Unknown	2	0	0	37124698	2	Vehicle	Unknown	Turning Right	Automobile	South	75	Apparently Normal	Turning Improperly
U	M17-511268	37124316	V	Grant Ave & Centennial St	2/14/2017 12:30:00 PM	Unknown	Between Intersections	P.D. Only	Unknown	Day	Unknown	Unknown	Concrete	1	0	0	37124317	1	Vehicle	Unknown	Unknown	Truck Over 4500 kg (Unit Chassis)	Unknown	47	Apparently Normal	Careless Driving
U	M17-551012	37148018	V	Grant Ave & Centennial St	06-09-2017 16:30	Unknown	Between Intersections	P.D. Only	Unknown	Day	Cloudy	Dry	Asphalt	2	0	0	37148019	1	Unknown	Unknown	Going Straight Ahead	Automobile	East	25	Unknown	Driving Properly
E	M17-551012	37148018	V	Grant Ave & Centennial St	06-09-2017 16:30	Unknown	Between Intersections	P.D. Only	Unknown	Day	Cloudy	Dry	Asphalt	2	0	0	37148020	2	Vehicle	Unknown	Going Straight Ahead	Automobile	South	64	Unknown	Changing Lanes Improperly
I	M17-552612	37149073	V	Grant Ave & Centennial St	6/17/2017 5:30:00 PM	Rear End	Between Intersections	P.D. Only	Unknown	Day	Cloudy	Dry	Concrete	2	0	0	37149074	1	Vehicle	Unknown	Stopped in Traffic	Automobile	East	50	Apparently Normal	Driving Properly
E	M17-552612	37149073	V	Grant Ave & Centennial St	6/17/2017 5:30:00 PM	Rear End	Between Intersections	P.D. Only	Unknown	Day	Cloudy	Dry	Concrete	2	0	0	37149075	2	Vehicle	Unknown	Going Straight Ahead	Automobile	East	70	Apparently Normal	Following Too Closely
I	M17-554287	37150119	V	Grant Ave & Centennial St	6/24/2017 2:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Stop	Day	Raining	Wet	Concrete	2	0	0	37150120	1	Vehicle	Sign Post	Starting in Traffic	Automobile	North	60	Unknown	Turning Improperly
E	M17-554287	37150119	V	Grant Ave & Centennial St	6/24/2017 2:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Stop	Day	Raining	Wet	Concrete	2	0	0	37150121	2	Vehicle	Unknown	Going Straight Ahead	Automobile	West	37	Apparently Normal	Driving Properly
I	M17-571392	37160320	V	Grant Ave & Centennial St	08-11-2017 16:30	Rear End	Between Intersections	P.D. Only	Traffic Signal/Control Device	Day	Clear	Dry	Concrete	2	0	0	37160321	1	Vehicle	Unknown	Going Straight Ahead	Automobile	Unknown	51	Apparently Normal	Driving Properly
E	M17-571392	37160320	V	Grant Ave & Centennial St	08-11-2017 16:30	Rear End	Between Intersections	P.D. Only	Traffic Signal/Control Device	Day	Clear	Dry	Concrete	2	0	0	37160322	2	Vehicle	Unknown	Going Straight Ahead	Automobile	East	32	Unknown	Following Too Closely
I	M17-550861	37147922	V	Grant Ave & Centennial St	8/27/2017 5:30:00 PM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Stop	Day	Clear	Dry	Concrete	2	3	0	37147923	1	Vehicle	Unknown	Going Straight Ahead	Automobile	North	18	Apparently Normal	Careless Driving
I	M17-550861	37147922	V	Grant Ave & Centennial St	8/27/2017 5:30:00 PM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Stop	Day	Clear	Dry	Concrete	2	3	0	37147923	1	Vehicle	Unknown	Going Straight Ahead	Automobile	North	18	Apparently Normal	Careless Driving
E	M17-550861	37147922	V	Grant Ave & Centennial St	8/27/2017 5:30:00 PM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Stop	Day	Clear	Dry	Concrete	2	3	0	37147924	2	Vehicle	Unknown	Going Straight Ahead	Mini-Van/ Multi-Purpose Van	West	47	Apparently Normal	Driving Properly
I	M17-577580	37164304	V	Grant Ave & Centennial St	10/28/2017 1:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	2	0	0	37164305	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	20	Unknown	Leave Stop Sign Before Safe to Do So
E	M17-577580	37164304	V	Grant Ave & Centennial St	10/28/2017 1:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	2	0	0	37164306	2	Vehicle	Unknown	Going Straight Ahead	Automobile	West	42	Apparently Normal	Driving Properly
E	M17-579725	37165914	V	Grant Ave & Centennial St	11/15/2017 11:30:00 AM	Fixed Object	Between Intersections	P.D. Only	Unknown	Day	Clear	Ice	Concrete	1	0	0	37165915	1	Street Light Standard	Unknown	Turning Right	Mini-Van/ Multi-Purpose Van	East	37	Apparently Normal	Driving Too Fast for Conditions
I	M17-581467	37167124	V	Grant Ave & Centennial St	11/17/2017 8:30:00 AM	Unknown	Between Intersections	Non-Fatal Injury	Stop	Day	Clear	Wet	Concrete	3	1	0	37167125	1	Vehicle	Vehicle	Going Straight Ahead	Automobile	Unknown	55	Unknown	Disobeyed Traffic Control Device / Officer
E	M17-581467	37167124	V	Grant Ave & Centennial St	11/17/2017 8:30:00 AM	Unknown	Between Intersections	Non-Fatal Injury	Stop	Day	Clear	Wet	Concrete	3	1	0	37167126	2	Vehicle	Unknown	Starting in Traffic	Automobile	South	32	Apparently Normal	Driving Properly
E	M17-581467	37167124	V	Grant Ave & Centennial St	11/17/2017 8:30:00 AM	Unknown	Between Intersections	Non-Fatal Injury	Stop	Day	Clear	Wet	Concrete	3	1	0	37167127	3	Vehicle	Unknown	Going Straight Ahead	Automobile	West	36	Apparently Normal	Driving Properly
I	M17-580085	37166149	V	Grant Ave & Centennial St	12-04-2017 18:30	Intersection 90 Degree	Between Intersections	Non-Fatal Injury	Unknown	Dark	Clear	Ice	Concrete	2	1	0	37166150	1	Vehicle	Unknown	Turning Left	Automobile	West	33	Apparently Normal	Careless Driving
E	M17-580085	37166149	V	Grant Ave & Centennial St	12-04-2017 18:30	Intersection 90 Degree	Between Intersections	Non-Fatal Injury	Unknown	Dark	Clear	Ice	Concrete	2	1	0	37166151	2	Vehicle	Unknown	Going Straight Ahead	Automobile	West	46	Apparently Normal	Driving Properly
I	M18-607109	37665191	V	Grant Ave & Centennial St	1/13/2018 1:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Clear	Ice	Concrete	2	0	0	37665192	1	Vehicle	Unknown	Going Straight Ahead	Automobile	South	33	Unknown	Leave Stop Sign Before Safe to Do So
E	M18-607109	37665191	V	Grant Ave & Centennial St	1/13/2018 1:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Clear	Ice	Concrete	2	0	0	37665193	2	Vehicle	Unknown	Going Straight Ahead	Automobile	East	88	Apparently Normal	Driving Properly
U	M18-607627	37665669	V	Grant Ave & Centennial St	1/14/2018 1:30:00 PM	Unknown	Between Intersections	Non-Fatal Injury	Unknown	Day	Cloudy	Ice	Concrete	2	2	0	37665670	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	23	Apparently Normal	Driving Properly
U	M18-607627	37665669	V	Grant Ave & Centennial St	1/14/2018 1:30:00 PM	Unknown	Between Intersections	Non-Fatal Injury	Unknown	Day	Cloudy	Ice	Concrete	2	2	0	37665670	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	23	Apparently Normal	Driving Properly
E	M18-607627	37665669	V	Grant Ave & Centennial St	1/14/2018 1:30:00 PM	Unknown	Between Intersections	Non-Fatal Injury	Unknown	Day	Cloudy	Ice	Concrete	2	2	0	37665671	2	Vehicle	Unknown	Going Straight Ahead	Pick-Up Under 4500 kg	West	69	Apparently Normal	Changing Lanes Improperly
U	M18-583785	37654506	V	Grant Ave & Centennial St	1/14/2018 3:30:00 PM	Sideswipe (Same Dir)	Between Intersections	Non-Fatal Injury	Unknown	Day	Clear	Ice	Concrete	1	1	0	37654507	1	Vehicle	Unknown	Going Straight Ahead	Automobile	Unknown	24	Apparently Normal	Driving Properly
I	M18-613101	37669433	V	Grant Ave & Centennial St	02-03-2018 16:30	Intersection 90 Degree	Between Intersections	Non-Fatal Injury	Unknown	Day	Clear	Snow	Asphalt	2	2	0	37669434	1	Vehicle	Fence	Going Straight Ahead	Automobile	West	41	Apparently Normal	Driving Properly
E	M18-613101	37669433	V	Grant Ave & Centennial St	02-03-2018 16:30	Intersection 90 Degree	Between Intersections	Non-Fatal Injury	Unknown	Day	Clear	Snow	Asphalt	2	2	0	37669435	2	Vehicle	Curbing	Stopped in Traffic	Truck Over 4500 kg (Unit Chassis)	North	51	Apparently Normal	Leave Stop Sign Before Safe to Do So
I	M18-608698	37666353	V	Grant Ave & Centennial St	3/26/2018 4:30:00 PM	Intersection 90 Degree	Intersection	P.D. Only	Stop	Day	Cloudy	Dry	Unknown	2	0	0	37666354	1	Skidding / Slidding	Vehicle	Going Straight Ahead	Pick-Up Under 4500 kg	South	71	Unknown	Following Too Closely
E	M18-608698	37666353	V	Grant Ave & Centennial St	3/26/2018 4:30:00 PM	Intersection 90 Degree	Intersection	P.D. Only	Stop	Day	Cloudy	Dry	Unknown	2	0	0	37666355	2	Vehicle	Unknown	Going Straight Ahead	Automobile	East	34	Apparently Normal	Driving Properly
I	M18-630317	37680030	V	Grant Ave & Centennial St	4/24/2018 6:30:00 PM	Rear End	Intersection	Non-Fatal Injury	Unknown	Day	Clear	Dry	Asphalt	4	3	0	37680031	1	Vehicle	Vehicle	Stopped in Traffic	Automobile	East	79	Apparently Normal	Driving Properly
I	M18-630317	37680030	V	Grant Ave & Centennial St	4/24/2018 6:30:00 PM	Rear End	Intersection	Non-Fatal Injury	Unknown	Day	Clear	Dry	Asphalt	4	3	0	37680031	1	Vehicle	Vehicle	Stopped in Traffic	Automobile	East	79	Apparently Normal	Driving Properly
E	M18-630317	37680030	V	Grant Ave & Centennial St	4/24/2018 6:30:00 PM	Rear End	Intersection	Non-Fatal Injury	Unknown	Day	Clear	Dry	Asphalt	4	3	0	37680032	2	Vehicle	Unknown	Going Straight Ahead	Mini-Van/ Multi-Purpose Van	Unknown	51	Unknown	Following Too Closely
E	M18-630317	37680030	V	Grant Ave & Centennial St	4/24/2018 6:30:00 PM	Rear End	Intersection	Non-Fatal Injury	Unknown	Day	Clear	Dry	Asphalt	4	3	0	37680033	3	Vehicle	Vehicle	Stopped in Traffic	Automobile	East	35	Apparently Normal	Driving Properly
E	M18-630317	37680030	V	Grant Ave & Centennial St	4/24/2018 6:30:00 PM	Rear End	Intersection	Non-Fatal Injury	Unknown	Day	Clear	Dry	Asphalt	4	3	0	37680034	4	Vehicle	Unknown	Slowing / Stopping in Traffic	Automobile	East	22	Apparently Normal	Driving Properly
I	M18-650512	37691619	V	Grant Ave & Centennial St	09-06-2018 9:30	Intersection 90 Degree	Intersection	Non-Fatal Injury	Stop	Day	Clear	Dry	Asphalt	2	2	0	37691620	1	Vehicle	Unknown	Going Straight Ahead	Automobile	Unknown	72	Unknown	Failed to Yield Right of Way
E	M18-650512	37691619	V	Grant Ave & Centennial St	09-06-2018 9:30	Intersection 90 Degree	Intersection	Non-Fatal Injury	Stop	Day	Clear	Dry	Asphalt	2	2	0	37691621	2	Vehicle	Unknown	Going Straight Ahead	Automobile	Unknown	35	Apparently Normal	Driving Properly
I	M18-654622	37693984	V	Grant Ave & Centennial St	11-04-2018 17:30	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	1	0	0	37693985	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	70	Apparently Normal	Driving Properly
E	M18-664118	37699664	V	Grant Ave & Centennial St	11/15/2018 3:30:00 PM	Fixed Object	Back Lane (Intersection)	P.D. Only	Unknown	Day	Clear	Dry	Concrete	1	0	0	37699665	1	Delineator Posts	Unknown	Reversing	Automobile	West	68	Apparently Normal	Backing Unsafely
I	M18-661445	37697910	V	Grant Ave & Centennial St	11/27/2018 9:30:00 AM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Unknown	Day	Clear	Dry	Asphalt	2	1	0	37697911	1	Vehicle	Unknown	Going Straight Ahead	Automobile	South	45	Apparently Normal	Careless Driving
E	M18-661445	37697910	V	Grant Ave & Centennial St	11/27/2018 9:30:00 AM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Unknown	Day	Clear	Dry	Asphalt	2	1	0	37697912	2	Vehicle	Unknown	Going Straight Ahead	Automobile	East	56	Apparently Normal	Driving Properly
I	M18-681094	37708041	V	Grant Ave & Centennial St	11/28/2018 8:30:00 AM	Intersection 90 Degree	Between Intersections	P.D. Only	Stop	Day	Clear	Dry	Asphalt	1	0	0	37708042	1	Vehicle	Unknown	Going Straight Ahead	Automobile	North	25	Apparently Normal	Careless Driving
U	M18-669618	37703187	V	Grant Ave & Centennial St	12/15/2018 3:30:00 PM	Unknown	Between Intersections	P.D. Only	Unknown	Day	Clear	Ice	Concrete	2	0	0	37703188	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	39	Apparently Normal	Driving Properly
E	M18-669618	37703187	V	Grant Ave & Centennial St	12/15/2018 3:30:00 PM	Unknown	Between Intersections	P.D. Only	Unknown	Day	Clear	Ice	Concrete	2	0	0	37703189	2	Vehicle	Unknown	Changing Lanes to Right	Automobile	West	56	Apparently Normal	Careless Driving
I	M18-689928	37710568	V	Grant Ave & Centennial St	12/31/2018 4:30:00 PM	Intersection 90 Degree	Between Intersections	Non-Fatal Injury	Unknown	Dusk	Cloudy	Ice	Concrete	2	1	0	37710569	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	39	Apparently Normal	Driving Properly
E	M18-689928	37710568	V	Grant Ave & Centennial St	12/31/2018 4:30:00 PM	Intersection 90 Degree	Between Intersections	Non-Fatal Injury	Unknown	Dusk	Cloudy	Ice	Concrete	2	1	0	37710570	2	Vehicle	Unknown	Slowing / Stopping in Traffic	Automobile	North	17	Apparently Normal	Unknown
U	M19-741900	38052996	V	Grant Ave & Centennial St	1/27/2019 2:30:00 PM	Sideswipe (Same Dir)	Between Intersections	P.D. Only	Unknown	Day	Unknown	Ice	Concrete	2	0	0	38052997	1	Vehicle	Unknown	Swerving	Automobile	East	58	Unknown	Driving Too Fast for Conditions
E	M19-741900	38052996	V	Grant Ave & Centennial St	1/27/2019 2:30:00 PM	Sideswipe (Same Dir)	Between Intersections	P.D. Only	Unknown	Day	Unknown	Ice	Concrete	2	0	0	38052998	2	Vehicle	Unknown	Going Straight Ahead	Pick-Up Under 4500 kg	East	36	Apparently Normal	Driving Properly
I	M19-686595	38019630	V	Grant Ave & Centennial St	02-05-2019 8:30	Left Turn (Left w/ Thru)	Between Intersections	Non-Fatal Injury	Unknown	Day	Cloudy	Ice	Asphalt	2	2	0	38019631	1	Vehicle	Unknown	Turning Left	Automobile	North	57	Apparently Normal	Careless Driving
E	M19-686595	38019630	V	Grant Ave & Centennial St	02-05-2019 8:30	Left Turn (Left w/ Thru)	Between Intersections	Non-Fatal Injury	Unknown	Day	Cloudy	Ice	Asphalt	2	2	0	38019632	2	Vehicle	Unknown	Going Straight Ahead	Automobile	West	21	Apparently Normal	Driving Properly
U	M19-703022	38030202	V	Grant Ave & Centennial St	02-07-2019 16:30	Unknown	Between Intersections	P.D. Only	Unknown	Day	Unknown	Ice	Asphalt	1	0	0	38030203	1	Curbing	Unknown	Going Straight Ahead	Automobile	West	55	Apparently Normal	Driving Properly
I	M19-702135	38029643	V	Grant Ave & Centennial St	2/20/2019 12:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	2	0	0	38029644	1	Vehicle	Unknown	Going Straight Ahead	Automobile	Unknown	76	Apparently Normal	Driving Properly
E	M19-702135	38029643	V	Grant Ave & Centennial St	2/20/2019 12:30:00 PM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	2	0	0	38029645	2	Vehicle	Unknown	Going Straight Ahead	Automobile	South	62	Apparently Normal	Failed to Yield Right of Way
I	M19-688562	38020726	V	Grant Ave & Centennial St	2/23/2019 12:30:00 PM	Rear End	Between Intersections	P.D. Only	Stop	Day	Strong Winds	Ice	Concrete	2	0	0	38020727	1	Vehicle	Unknown	Going Straight Ahead	Pick-Up Under 4500 kg	East	51	Unknown	Following Too Closely
E	M19-688562	38020726	V	Grant Ave & Centennial St	2/23/2019 12:30:00 PM	Rear End	Between Intersections	P.D. Only	Stop	Day	Strong Winds	Ice	Concrete	2	0	0	38020728	2	Vehicle	Unknown	Stopped in Traffic	Automobile	East	39	Apparently Normal	Driving Properly
I	M19-689629	38021343	V	Grant Ave & Centennial St	3/31/2019 10:30:00 AM	Intersection 90 Degree	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Asphalt	1	0	0	38021344	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	25	Apparently Normal	Driving Properly
U	M19-713000	38036154	V	Grant Ave & Centennial St	04-08-2019 19:30	Sideswipe (Same Dir)	Between Intersections	Non-Fatal Injury	Unknown	Day	Snowing	Wet	Concrete	2	1	0	38036155	1	Vehicle	Unknown	Changing Lanes to Left	Automobile	East	26	Apparently Normal	Changing Lanes Improperly
E	M19-713000	38036154	V	Grant Ave & Centennial St	04-08-2019 19:30	Sideswipe (Same Dir)	Between Intersections	Non-Fatal Injury	Unknown	Day	Snowing	Wet	Concrete	2	1	0	38036156	2	Vehicle	Unknown	Going Straight Ahead	Automobile	East	34	Apparently Normal	Driving Properly
I	M19-715851	38037686	V	Grant Ave & Centennial St	4/20/2019 10:30:00 AM	Unknown	Intersection	Non-Fatal Injury	Stop	Day	Clear	Dry	Unknown	3	1	0	38037687	1	Vehicle	Unknown	Stopped in Traffic	Automobile	South	42	Apparently Normal	Driving Properly
E	M19-715851	38037686	V	Grant Ave & Centennial St	4/20/2019 10:30:00 AM	Unknown	Intersection	Non-Fatal Injury	Stop	Day	Clear	Dry	Unknown	3	1	0	38037688	2	Vehicle	Vehicle	Turning Left	Automobile	East	57	Unknown	Failed to Yield Right of Way
E	M19-715851	38037686	V	Grant Ave & Centennial St	4/20/2019 10:30:00 AM	Unknown	Intersection	Non-Fatal Injury	Stop	Day	Clear	Dry	Unknown	3	1	0	38037689	3	Vehicle	Vehicle	Stopped in Traffic	Automobile	Unknown	67	Apparently Normal	Driving Properly

INCL *	ACCIDENT ID	ACCIDENT #	STATUS	LOCATION	DATECOL	BASIC DESCRIPTION	ACCIDENT SITE TYPE	CLASS OF ACCIDENT	TRAFFIC CONTROL	LIGHT	WEATHER	ROAD SURFACE CONDITION	ROAD SURFACE	# OF VEH	# OF PPL	# OF PEDS	VEH ID	VEH #	SEQ 1	SEQ 2	MANEUVER	VEH TYPE	DIR	DRIVER AGE	DRIVER CONDITION	DRIVER ACTION
I	M19-698133	38026914	V	Grant Ave & Centennial St	4/30/2019 8:30:00 AM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Unknown	Day	Cloudy	Dry	Concrete	2	1	0	38026915	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	48	Apparently Normal	Driving Properly
E	M19-698133	38026914	V	Grant Ave & Centennial St	4/30/2019 8:30:00 AM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Unknown	Day	Cloudy	Dry	Concrete	2	1	0	38026916	2	Vehicle	Unknown	Going Straight Ahead	Automobile	North	43	Apparently Normal	Leave Stop Sign Before Safe to Do So
I	M19-711859	38035544	V	Grant Ave & Centennial St	5/19/2019 10:30:00 AM	Rear End	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Asphalt	2	0	0	38035545	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	67	Apparently Normal	Careless Driving
E	M19-711859	38035544	V	Grant Ave & Centennial St	5/19/2019 10:30:00 AM	Rear End	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Asphalt	2	0	0	38035546	2	Vehicle	Unknown	Stopped in Traffic	Pick-Up Under 4500 kg	West	47	Apparently Normal	Driving Properly
I	M19-722374	38041162	V	Grant Ave & Centennial St	06-03-2019 10:30	Unknown	Between Intersections	P.D. Only	Traffic Signal/ Control Device	Day	Cloudy	Dry	Concrete	2	0	0	38041163	1	Vehicle	Unknown	Stopped in Traffic	Automobile	East	50	Apparently Normal	Driving Properly
E	M19-722374	38041162	V	Grant Ave & Centennial St	06-03-2019 10:30	Unknown	Between Intersections	P.D. Only	Traffic Signal/ Control Device	Day	Cloudy	Dry	Concrete	2	0	0	38041164	2	Vehicle	Unknown	Reversing	Power Unit for Semi-Trailer	South	54	Unknown	Backing Unsafely
I	M19-739849	38051856	V	Grant Ave & Centennial St	10/24/2019 4:30:00 PM	Left Turn (Left w/ Thru)	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	1	0	0	38051857	1	Vehicle	Unknown	Going Straight Ahead	Automobile	South	80	Apparently Normal	Failed to Signal
E	M19-772211	38068603	V	Grant Ave & Centennial St	12-08-2019 21:30	Parking	Between Intersections	P.D. Only	Unknown	Dark	Clear	Ice	Concrete	1	0	0	38068604	1	Vehicle	Unknown	Parked - Legally	Automobile	South	29	Apparently Normal	Driving Properly
I	M20-771289	38139339	V	Grant Ave & Centennial St	1/13/2020 4:30:00 PM	Left Turn (Left w/ Thru)	Between Intersections	Non-Fatal Injury	Stop	Day	Snowing	Snow	Concrete	2	2	0	38139340	1	Vehicle	Unknown	Starting from Parked Position / Leaving Roadside	Automobile	South	19	Unknown	Failed to Yield Right of Way
E	M20-771289	38139339	V	Grant Ave & Centennial St	1/13/2020 4:30:00 PM	Left Turn (Left w/ Thru)	Between Intersections	Non-Fatal Injury	Stop	Day	Snowing	Snow	Concrete	2	2	0	38139341	2	Vehicle	Unknown	Going Straight Ahead	Automobile	West	32	Apparently Normal	Driving Properly
E	M20-771289	38139339	V	Grant Ave & Centennial St	1/13/2020 4:30:00 PM	Left Turn (Left w/ Thru)	Between Intersections	Non-Fatal Injury	Stop	Day	Snowing	Snow	Concrete	2	2	0	38139341	2	Vehicle	Unknown	Going Straight Ahead	Automobile	West	32	Apparently Normal	Driving Properly
I	M20-781003	38145156	V	Grant Ave & Centennial St	1/24/2020 6:30:00 PM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Stop	Dark	Clear	Snow	Concrete	2	1	0	38145157	1	Vehicle	Unknown	Slowing / Stopping in Traffic	Automobile	South	31	Unknown	Following Too Closely
E	M20-781003	38145156	V	Grant Ave & Centennial St	1/24/2020 6:30:00 PM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Stop	Dark	Clear	Snow	Concrete	2	1	0	38145158	2	Vehicle	Unknown	Going Straight Ahead	Automobile	West	64	Apparently Normal	Driving Properly
I	M20-790738	38149789	V	Grant Ave & Centennial St	6/16/2020 12:30:00 PM	Rear End	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Concrete	1	0	0	38149790	1	Vehicle	Unknown	Going Straight Ahead	Automobile	East	29	Apparently Normal	Careless Driving
I	M20-813654	38159804	V	Grant Ave & Centennial St	7/28/2020 9:30:00 AM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Unknown	Day	Clear	Dry	Asphalt	2	1	0	38159805	1	Vehicle	Unknown	Going Straight Ahead	Automobile	West	61	Apparently Normal	Driving Properly
E	M20-813654	38159804	V	Grant Ave & Centennial St	7/28/2020 9:30:00 AM	Intersection 90 Degree	Intersection	Non-Fatal Injury	Unknown	Day	Clear	Dry	Asphalt	2	1	0	38159806	2	Vehicle	Unknown	Going Straight Ahead	Automobile	North	56	Apparently Normal	Failed to Yield Right of Way
U	M20-820851	38164003	V	Grant Ave & Centennial St	8/26/2020 10:30:00 AM	Sideswipe (Same Dir)	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Asphalt	1	0	0	38164004	1	Vehicle	Unknown	Going Straight Ahead	Pick-Up Under 4500 kg	East	56	Apparently Normal	Driving Properly
I	M20-832437	38169414	V	Grant Ave & Centennial St	12/21/2020 2:30:00 PM	Rear End	Between Intersections	P.D. Only	Unknown	Day	Clear	Ice	Asphalt	1	0	0	38169415	1	Vehicle	Unknown	Slowing / Stopping in Traffic	Automobile	East	53	Apparently Normal	Following Too Closely

Notes:
* I is for included counts, E is for excluded counts (either the second vehicle of a single collision record or determined to be between intersections), U is it is unknown whether the collision is at or between intersections based on data provided.

Link Collisions 2016-2020

ACCIDENT ID	ACCIDENT NUMBER	STATUS	LOCATION	DATE	BASIC DESCRIPTION	ACCIDENT SITE TYPE	CLASS OF ACCIDENT	TRAFFIC CONTROL	LIGHT	WEATHER	ROAD SURFACE CONDITION	ROAD SURFACE	# OF VEH	# OF PPL	# OF PEDS	VEH ID	VEH #	SEQ 2	MANEUVER	VEH TYPE	DIR	DRIVER AGE	DRIVER CONDITION	DRIVER ACTION	DRIVER SEX
M17-537738	37140267	V	Centennial St - Corydon Ave to John Brebeuf Pl	07-04-2017 15:30	Sideswipe (Same Dir)	Between Intersections	P.D. Only	Unknown	Day	Clear	Dry	Asphalt	1	0	0	37140268	1	Vehicle	Going Straight Ahead	Auto	South	51	Apparently Normal	Careless Driving	Male