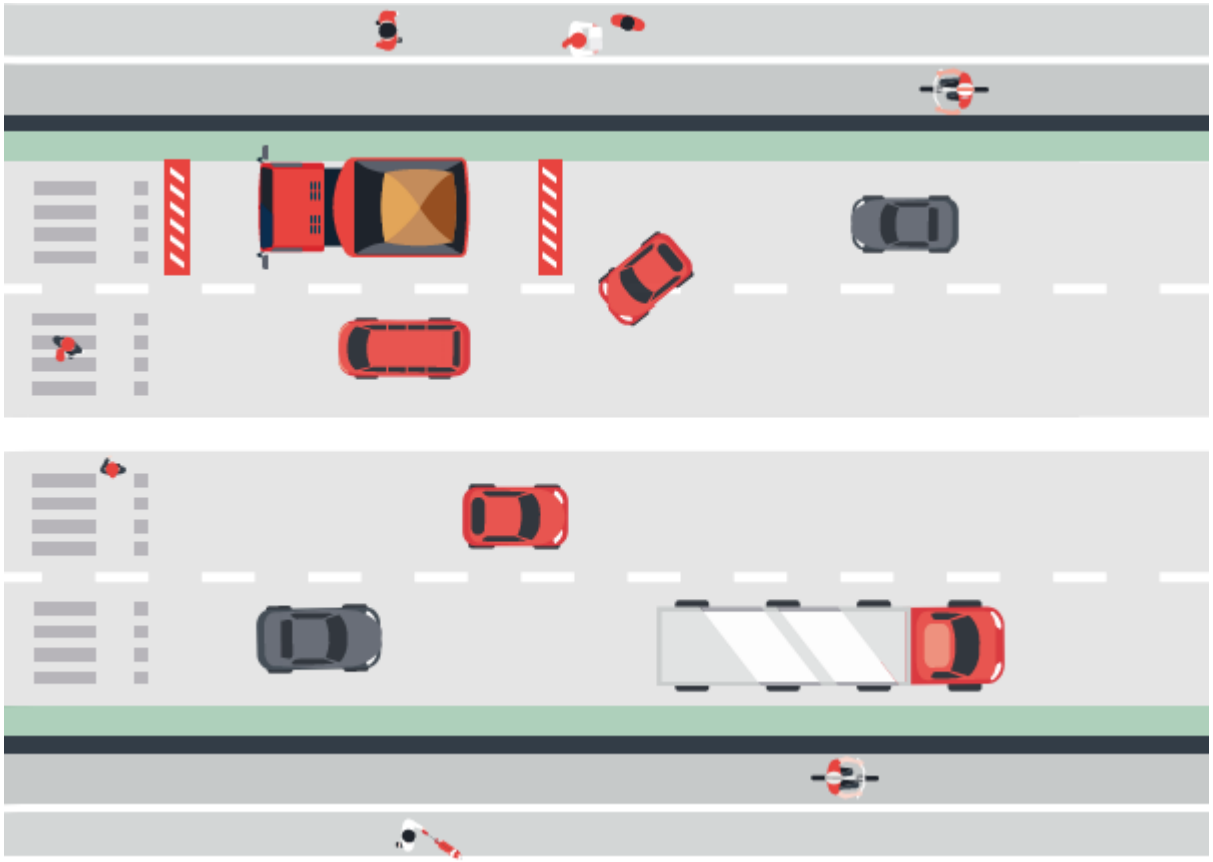
SHELTER CANADIAN PROPERTIES LIMITED
REPORT NUMBER: 221-00873-00

# JOHN BREBEUF PLACE
# TRANSPORTATION IMPACT STUDY

MARCH 11, 2022

CONFIDENTIAL



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PROJECT NO.: 221-00873-00
DATE: MARCH 11, 2022

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# 1 INTRODUCTION

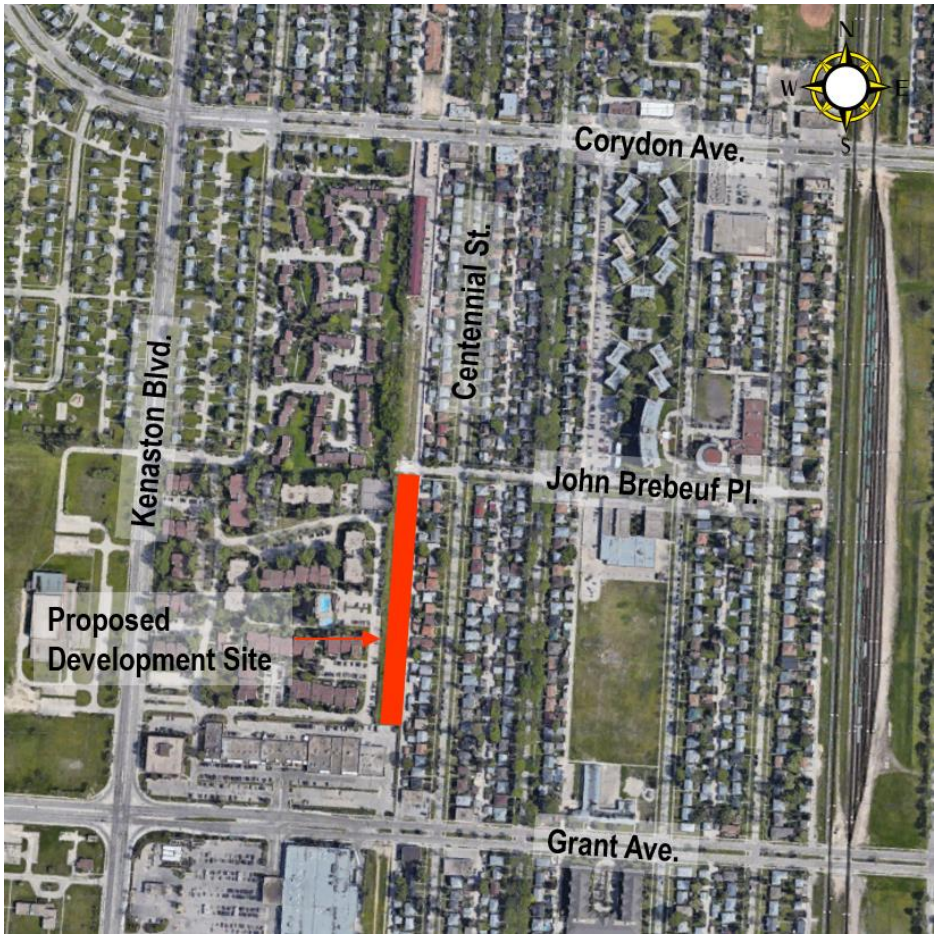
## 1.1 BACKGROUND

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

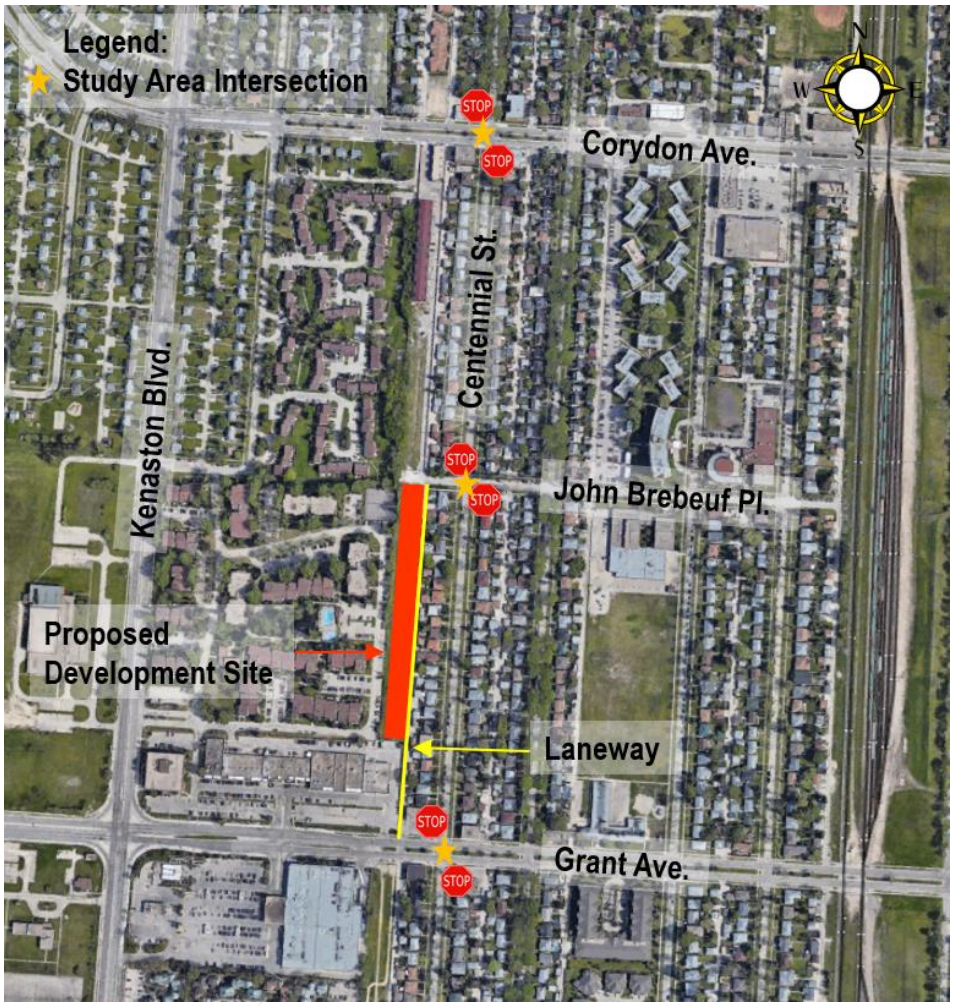
Based on discussions with Public Works, the study area for this study includes the following intersections:

- 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**.

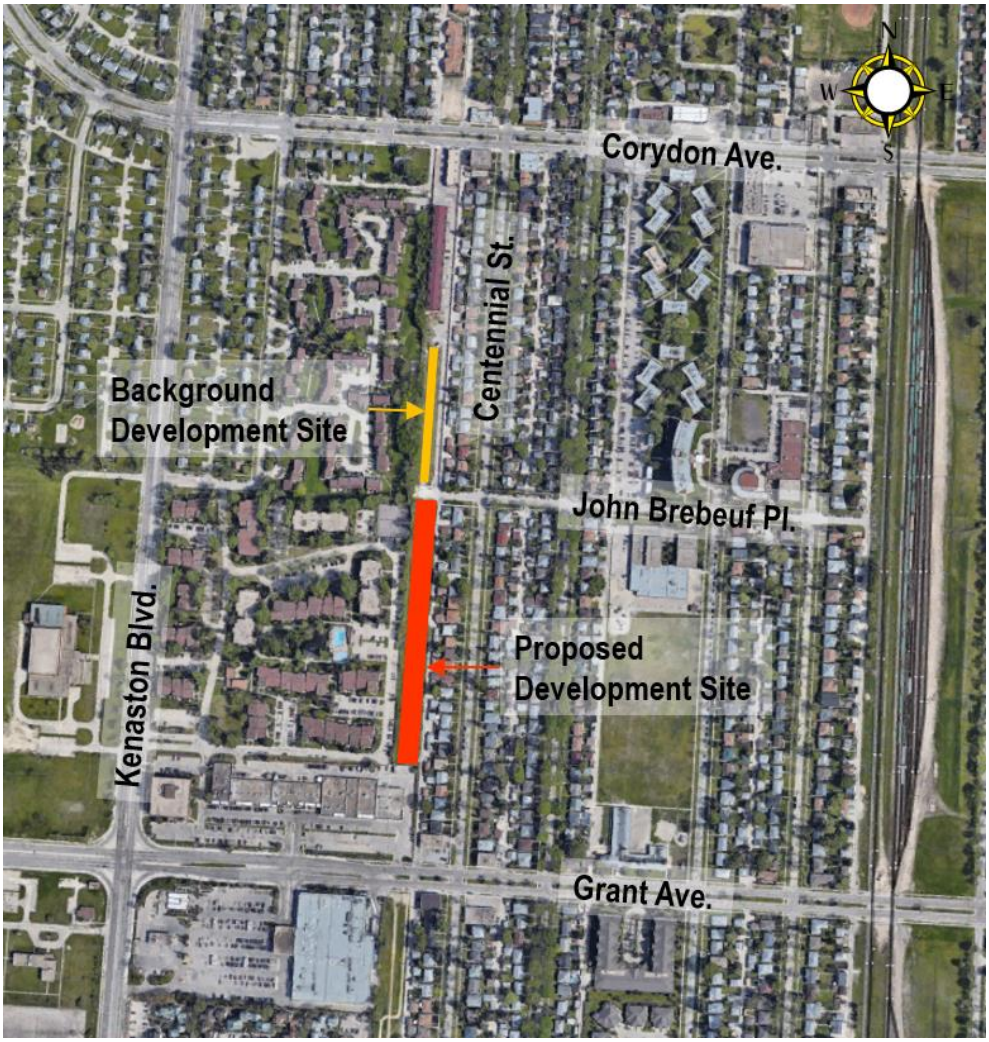
**Figure 1.2: Study Area Intersections**



## 1.3 ADDITIONAL DEVELOPMENT

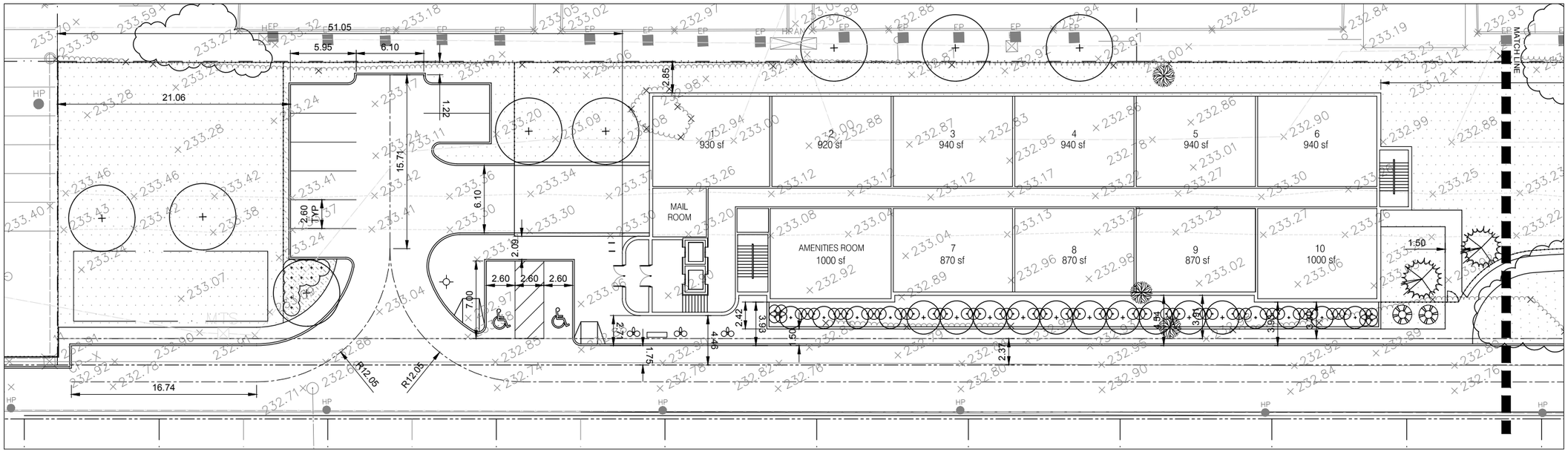
Public Works provided information about an anticipated additional residential development located directly north of the proposed site that would impact the study area intersections. The development location is illustrated in **Figure 1.3** and includes 36 single-family attached dwelling units, of which 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**

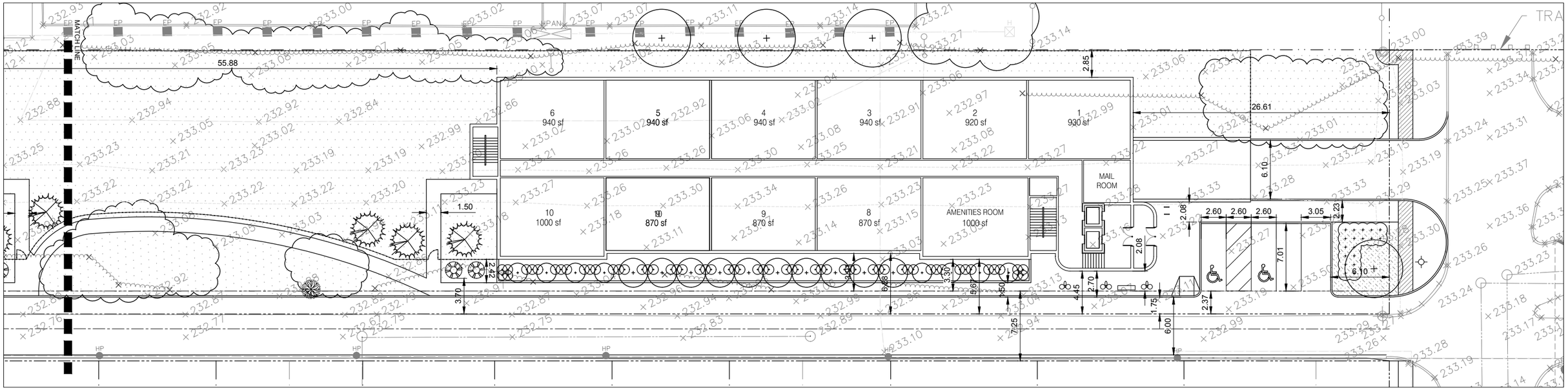


# 2 PROPOSED DEVELOPMENT

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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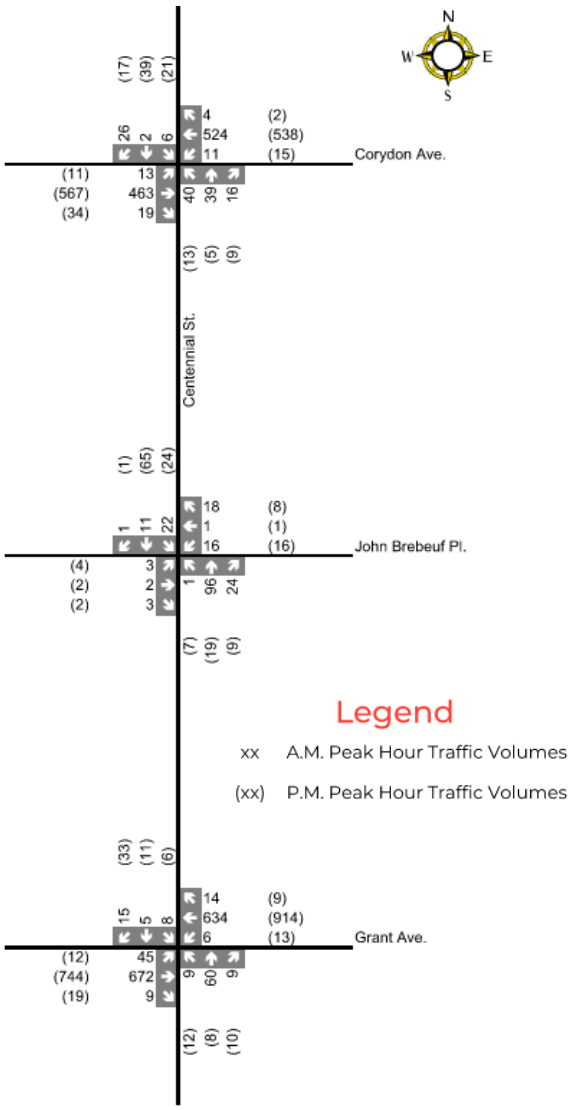
# 3 TRAFFIC VOLUMES

## 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**

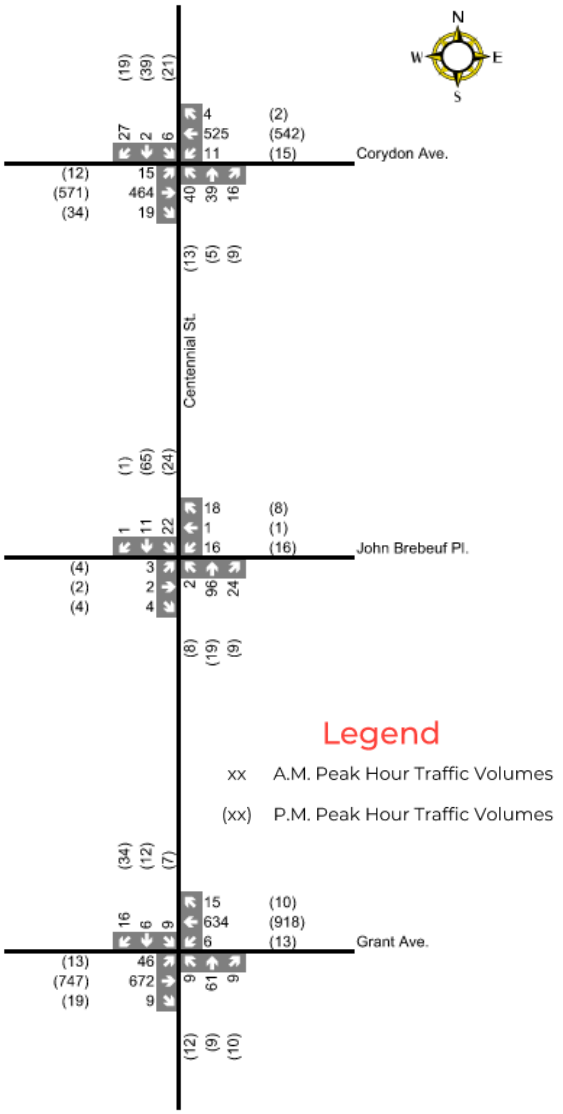
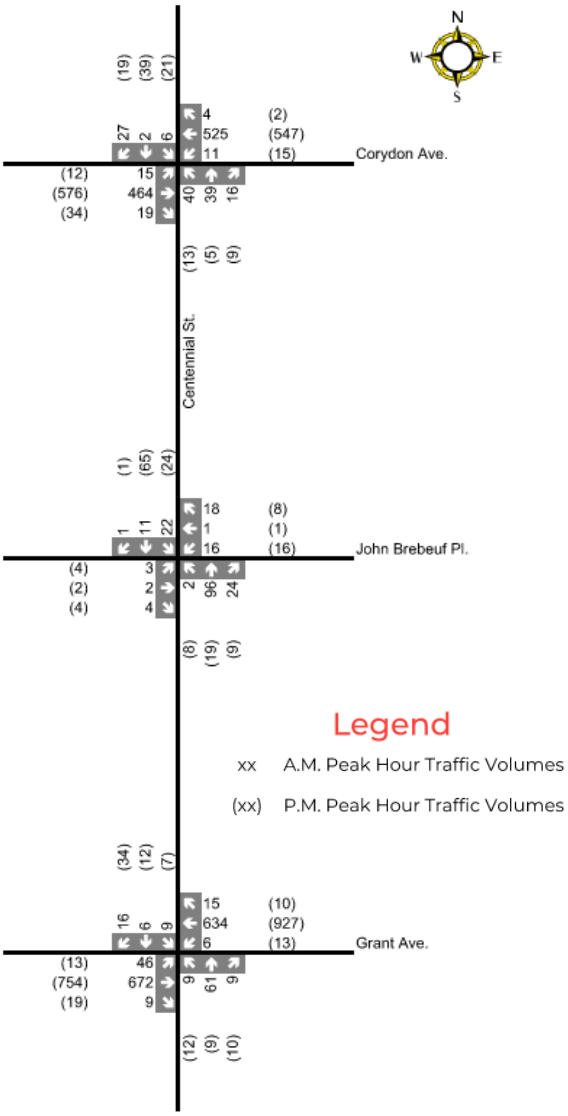



**Figure 3.3: 2029 Total Background Traffic Volumes**



# 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**

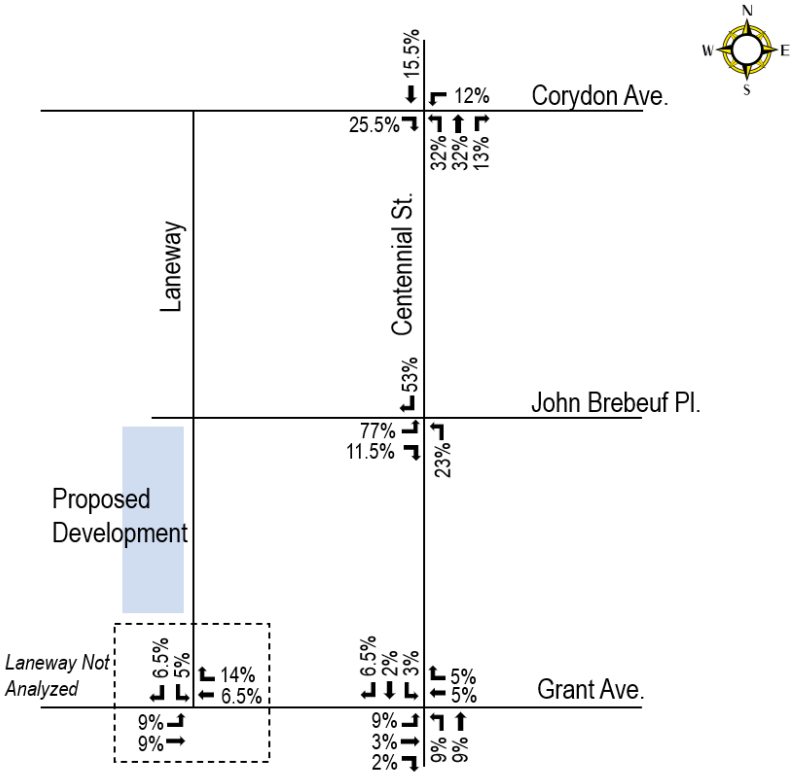


**Figure 3.5: Weekday PM Peak Hour Distribution**

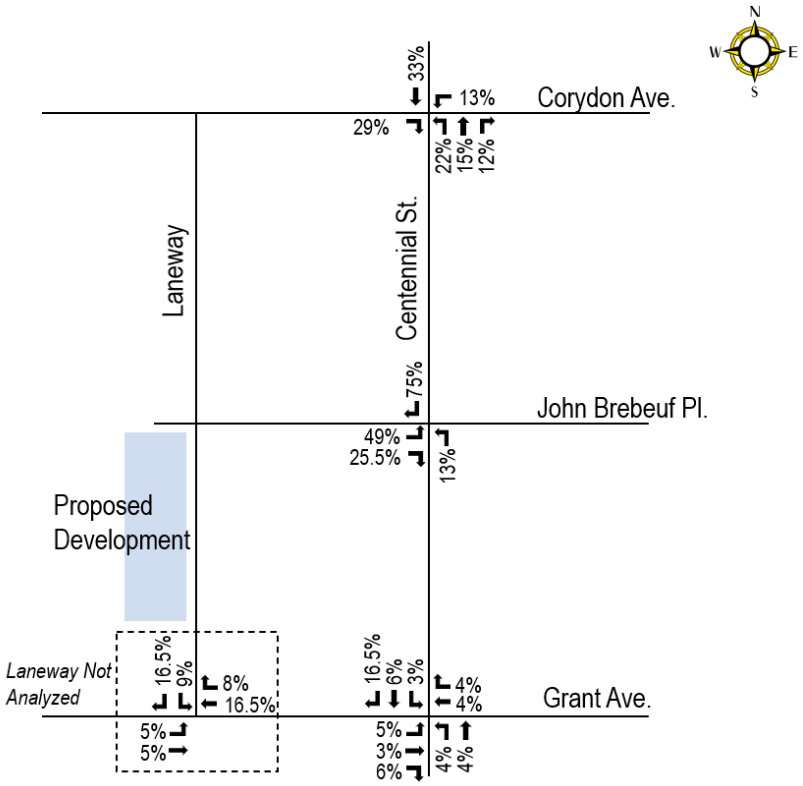


**Figure 3.6: New Development Trips**

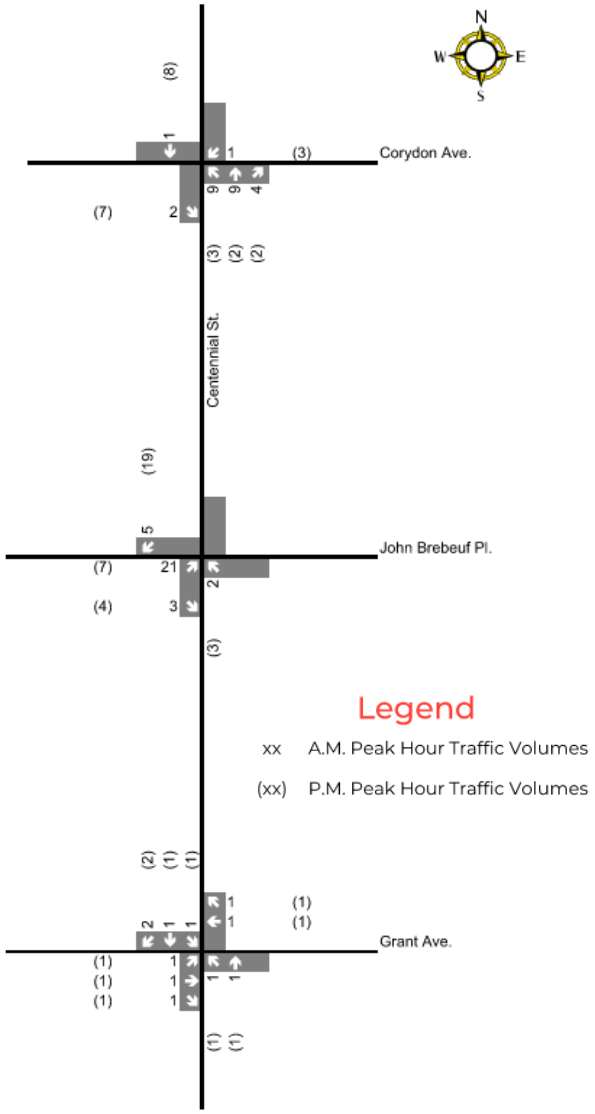


**Figure 3.7: 2024 Post Development Traffic Volumes**

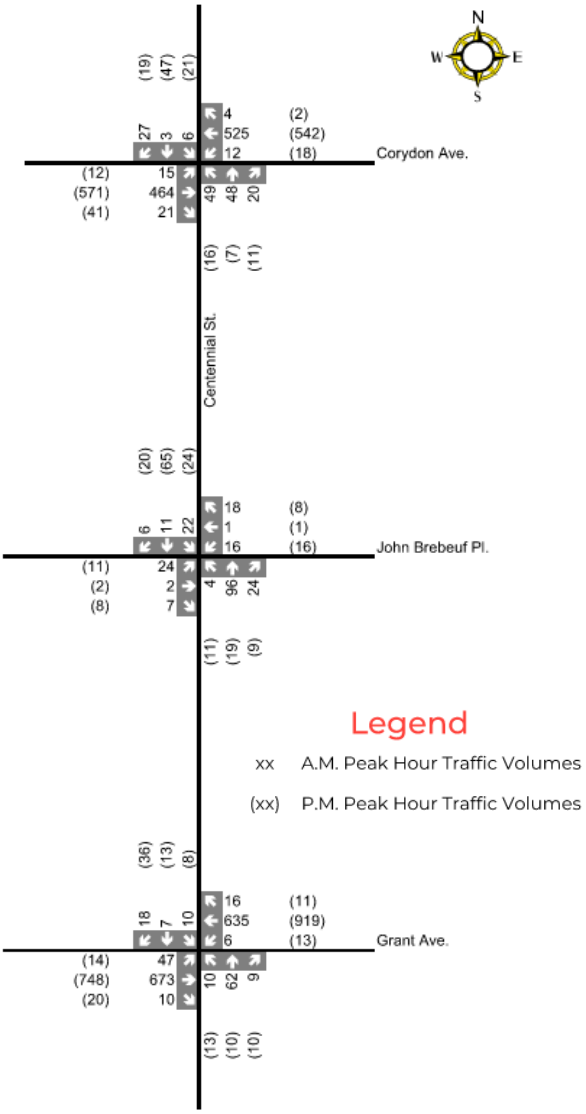
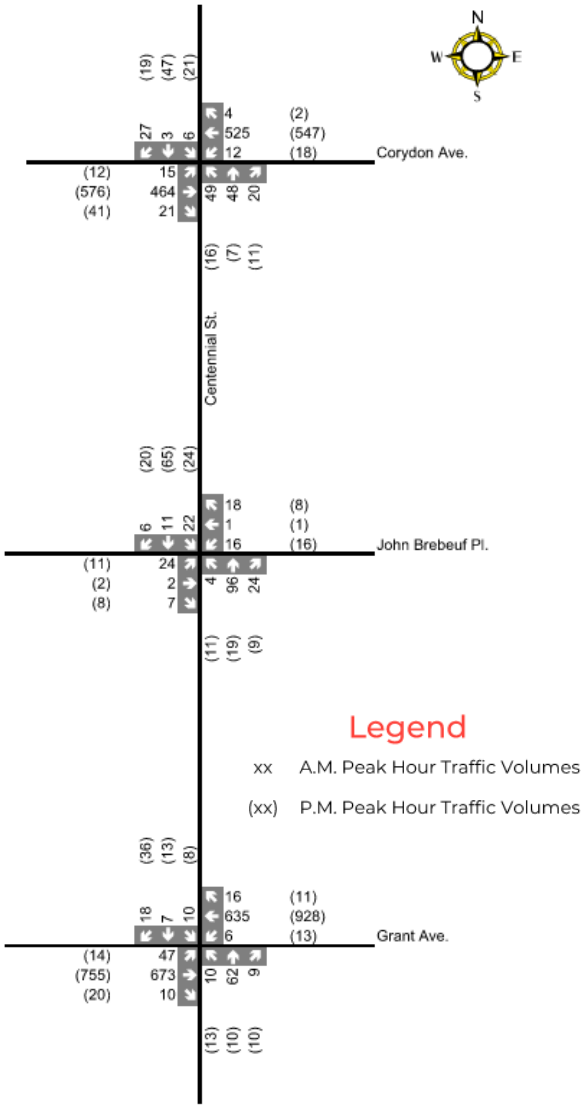



**Figure 3.8: 2029 Post Development Traffic Volumes**



# 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

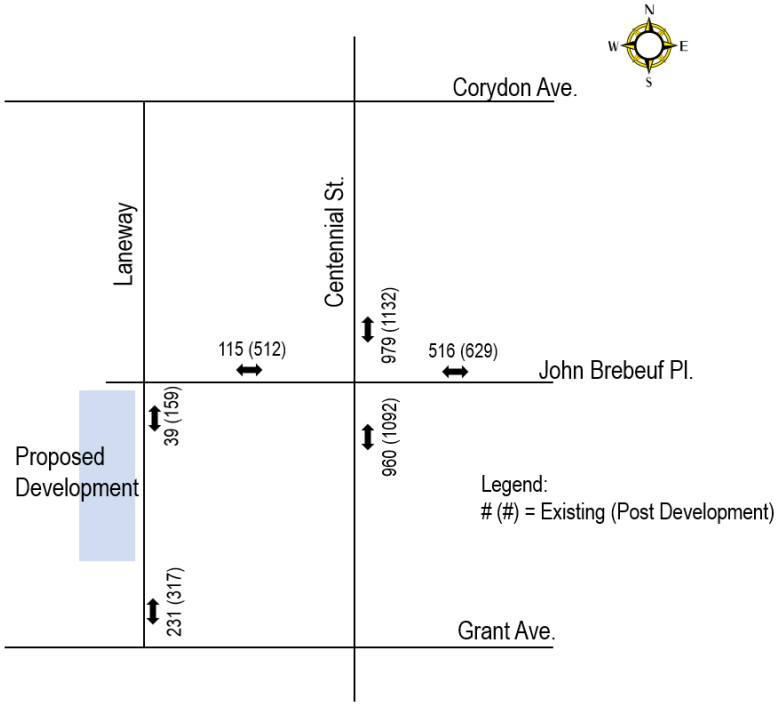
Public Works requested that existing and post development daily traffic volumes on Centennial Street, John Brebeuf Place, and the laneway be reviewed. Twenty-four hour counts were completed at the intersection of Centennial Street at John Brebeuf Place, John Brebeuf Place at the laneway, and Grant Avenue 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

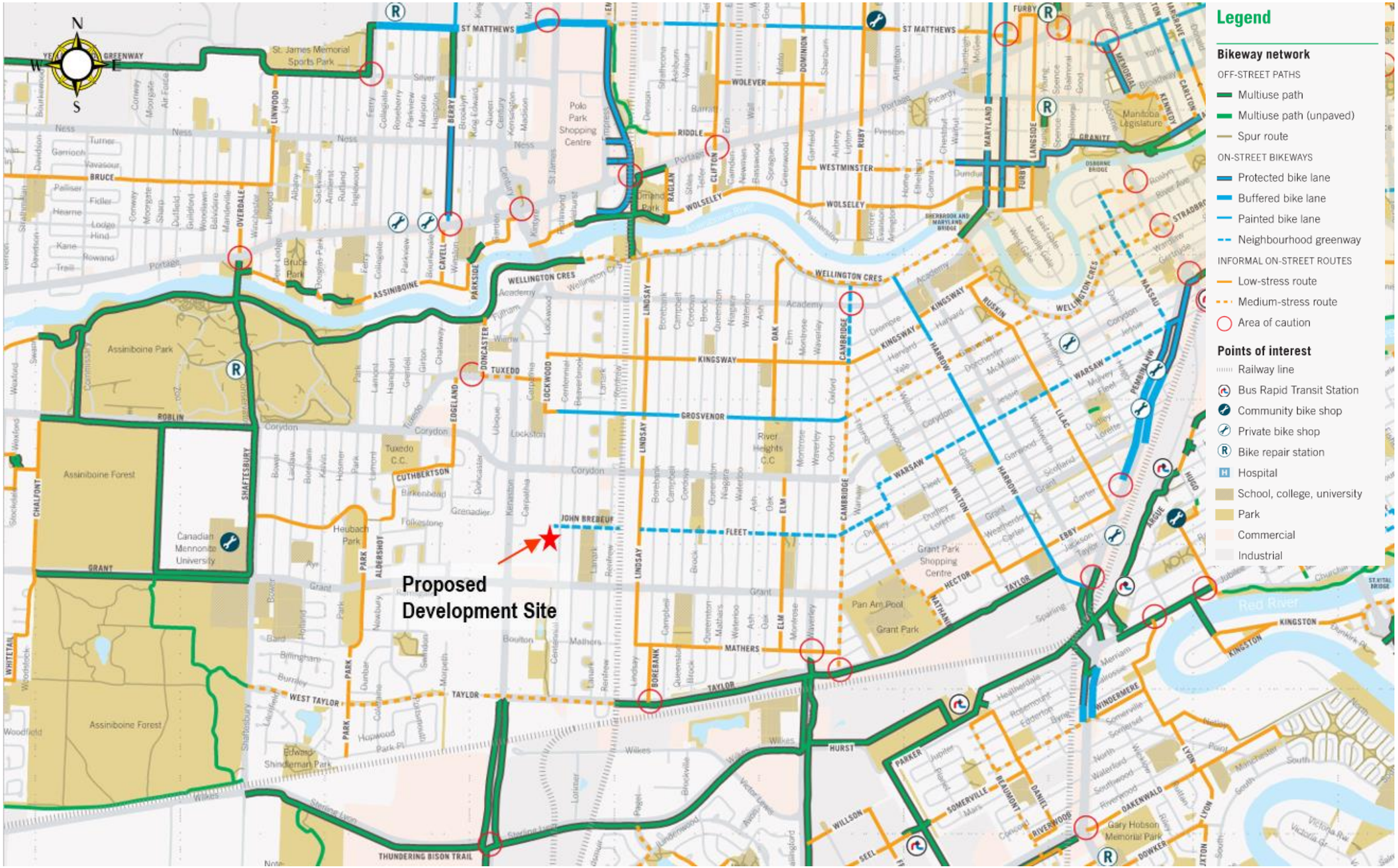


**Figure 7.2: CP Rail Line Location**




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

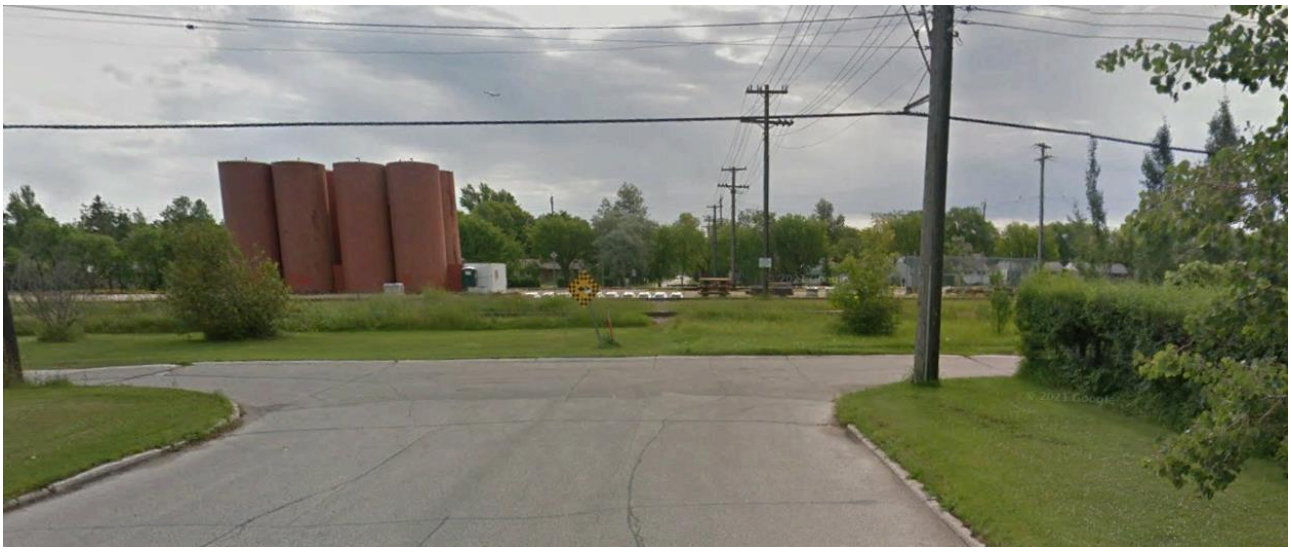


**Figure 7.4: Transportation Master Plan: 2050 – Proposed Bicycle Network**

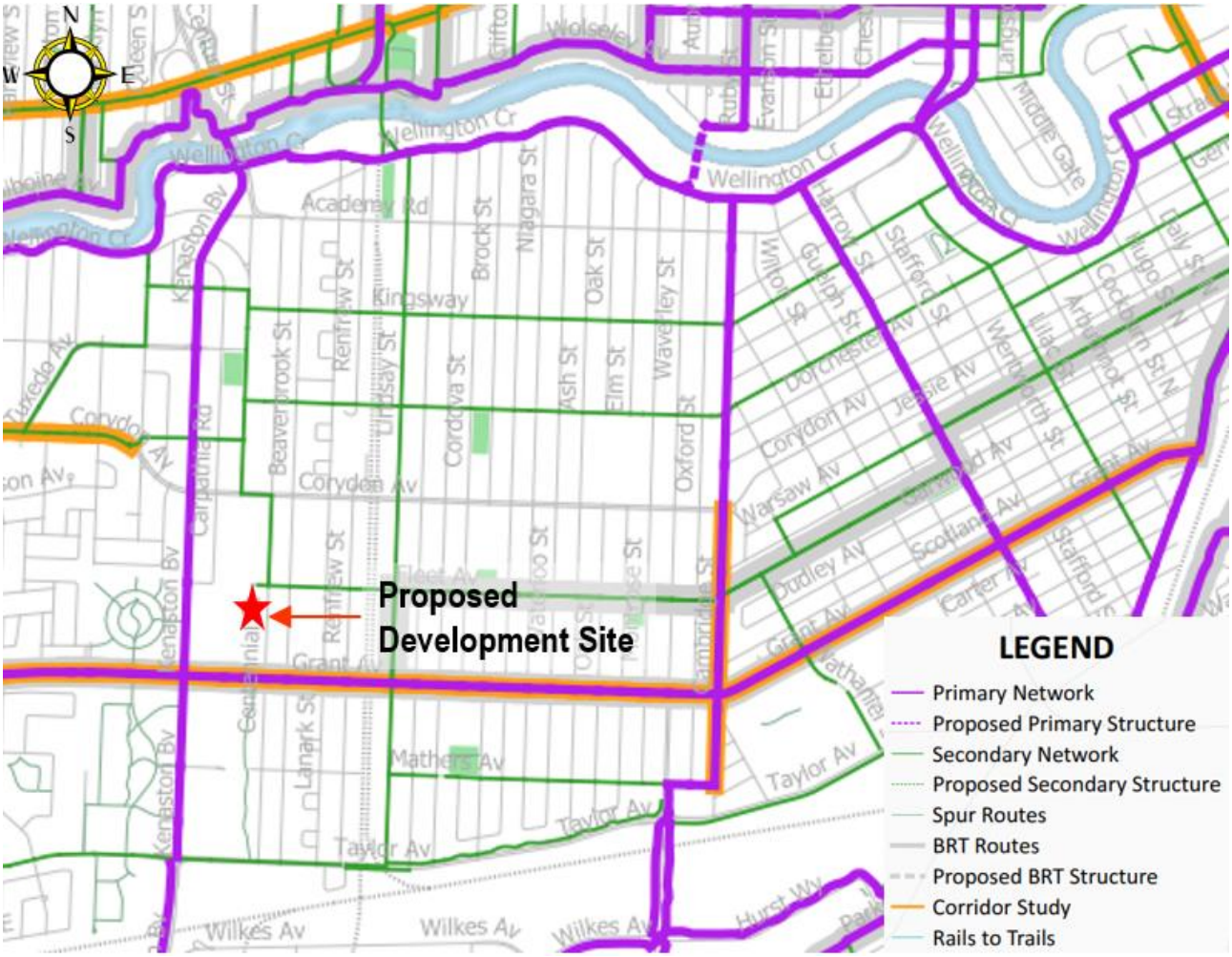


**Figure 7.5: Transit Stops Near Proposed Site**

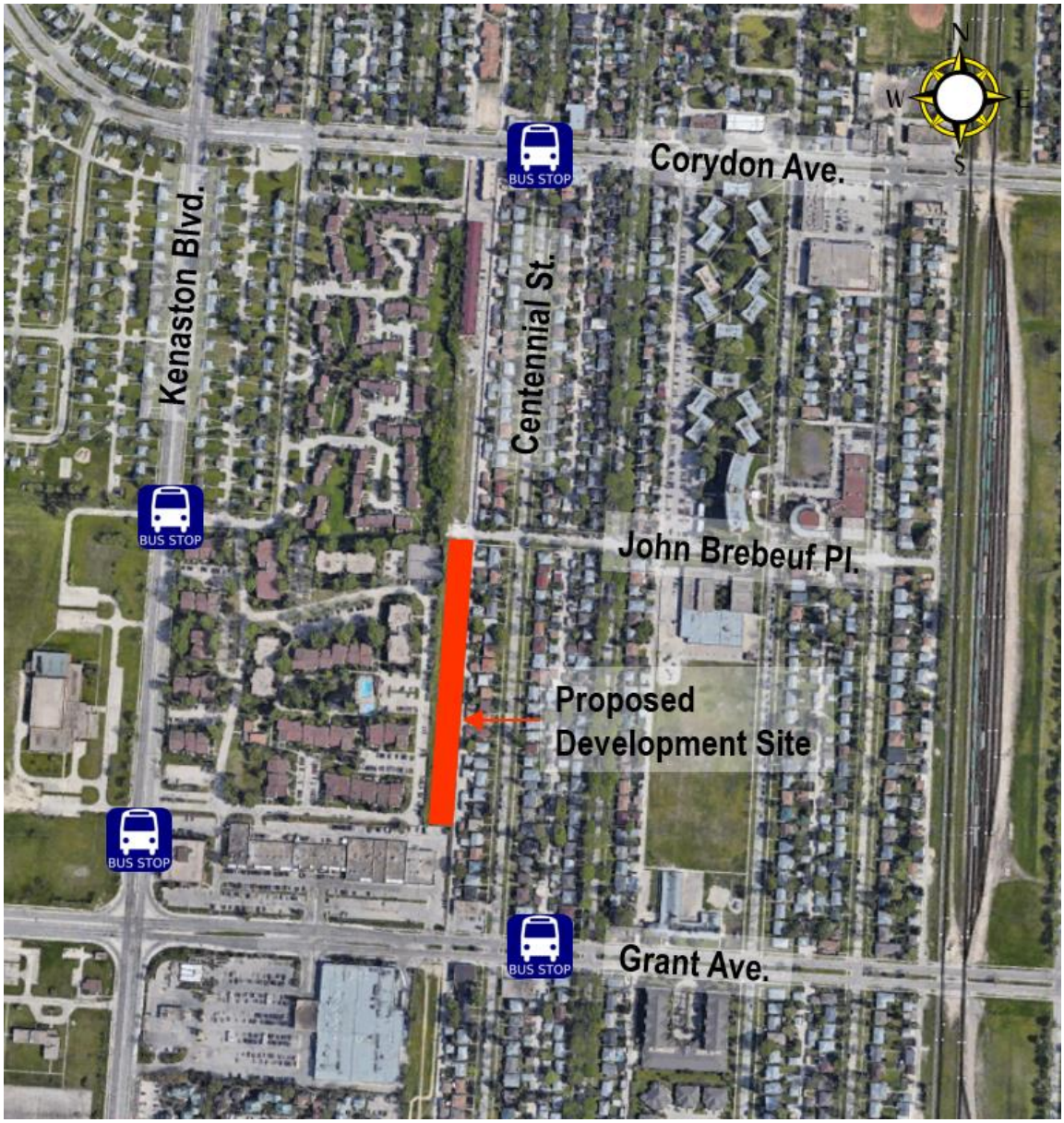


Figure 7.6: Winnipeg Transit Short Term Network Plan

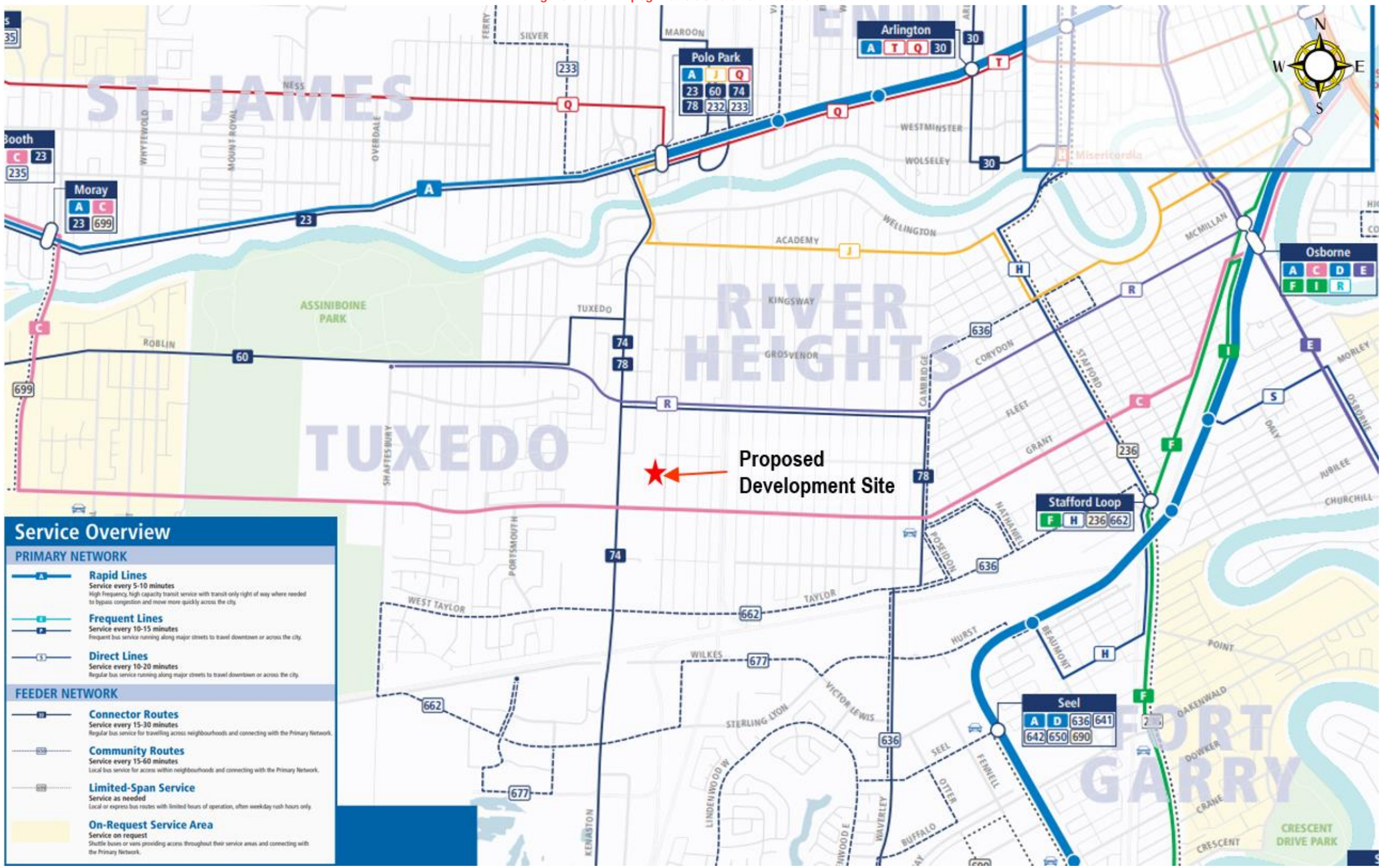
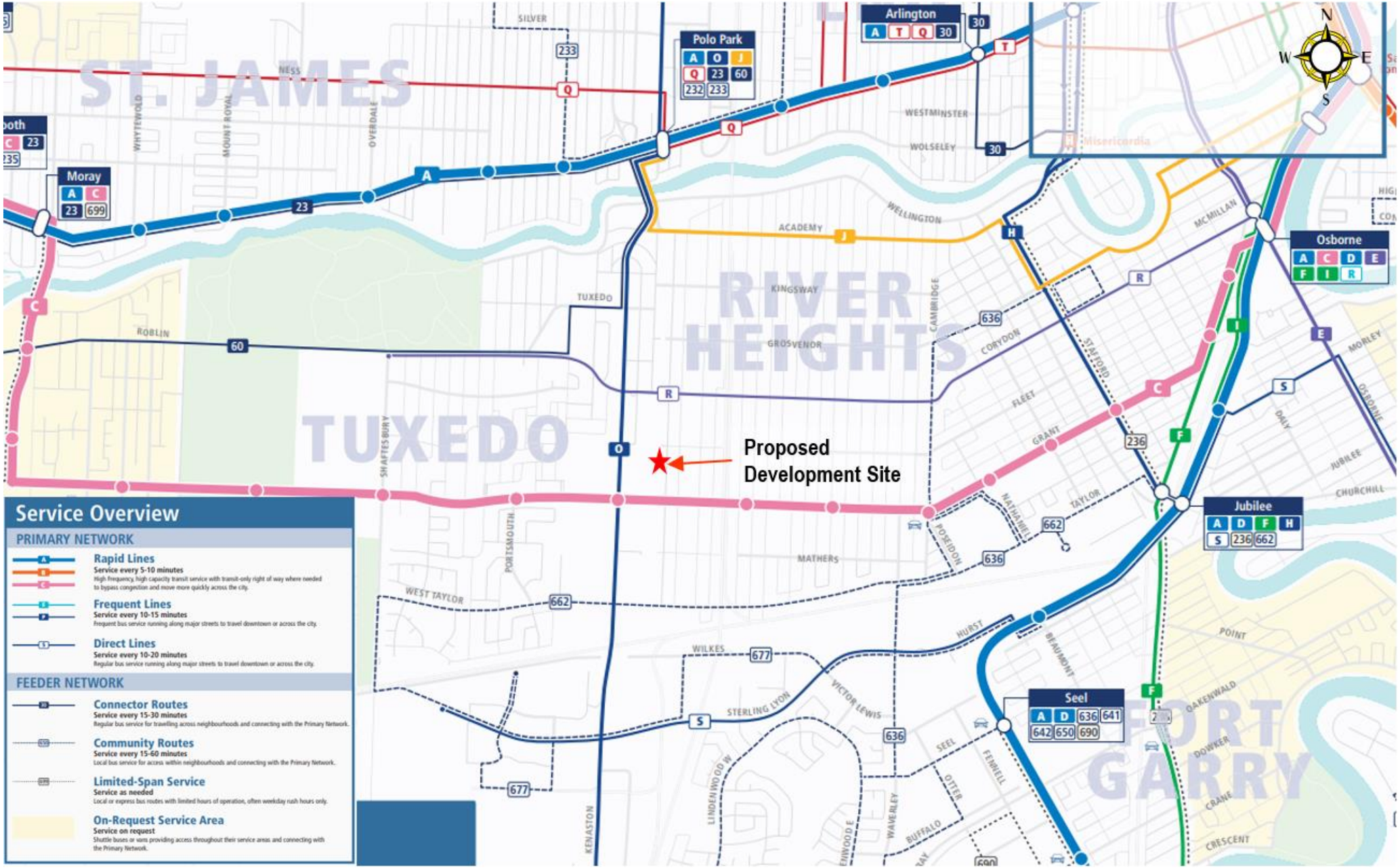


Figure 7.7: Winnipeg Transit Long Term Network Plan



# 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 | |

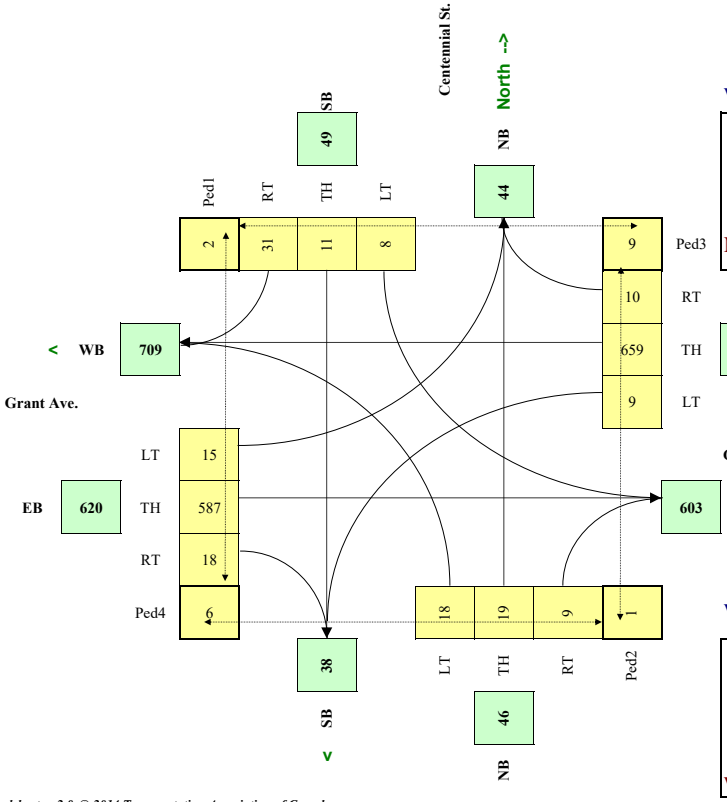
| Demographics | | |
|---|---|---|
| Elem. School/Mobility Challenged | (y/n) | y |
| Senior's Complex | (y/n) | n |
| Pathway to School | (y/n) | y |
| Metro Area Population | (#) | 750,000 |
| Central Business District | (y/n) | n |

| 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

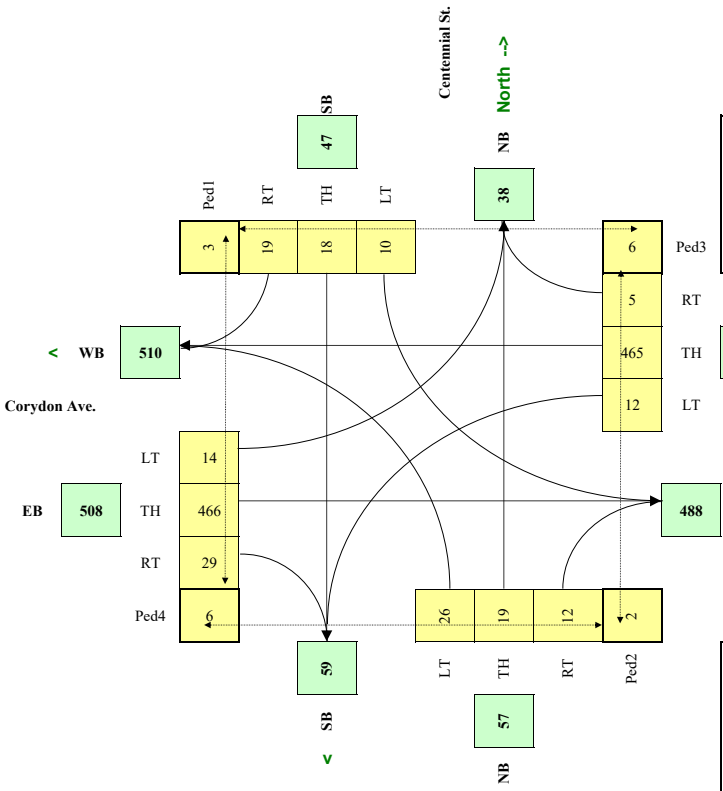
| Demographics | | |
|---|---|---|
| Elem. School/Mobility Challenged | (y/n) | y |
| Senior's Complex | (y/n) | n |
| Pathway to School | (y/n) | y |
| Metro Area Population | (#) | 750,000 |
| Central Business District | (y/n) | n |

| 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 |