

**TH 3 & Red Pine Lane
Rosemount Minnesota
Tuesday, October 11, 2022**



| Time | Southbound TH 3 | | | | | | Westbound Red Pine Ln | | | | | | Northbound TH 3 | | | | | | Eastbound Red Pine Ln | | | | | | VEHICLE TOTAL |
|--------------|--------------------|------------|---------------------|----------------|------------------------|------------------------------|--------------------------|------------|---------------------|----------------|------------------------|------------------------------|--------------------|------------|---------------------|----------------|------------------------|------------------------------|--------------------------|------------|---------------------|----------------|------------------------|------------------------------|------------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | |
| 6:00 AM | 0 | 1 | 25 | 0 | 0 | 26 | 0 | 5 | 1 | 6 | 0 | 12 | 0 | 0 | 86 | 3 | 0 | 89 | 0 | 2 | 1 | 2 | 0 | 5 | 132 |
| 6:15 AM | 0 | 1 | 31 | 0 | 0 | 32 | 0 | 5 | 0 | 4 | 0 | 9 | 0 | 0 | 98 | 3 | 0 | 101 | 0 | 0 | 1 | 2 | 0 | 3 | 145 |
| 6:30 AM | 0 | 0 | 42 | 0 | 0 | 42 | 0 | 8 | 2 | 11 | 0 | 21 | 0 | 1 | 119 | 5 | 0 | 125 | 0 | 1 | 0 | 4 | 0 | 5 | 193 |
| 6:45 AM | 0 | 3 | 76 | 1 | 0 | 80 | 0 | 9 | 0 | 16 | 0 | 25 | 0 | 0 | 173 | 8 | 0 | 181 | 0 | 2 | 2 | 5 | 0 | 9 | 295 |
| Hourly Total | 0 | 5 | 174 | 1 | 0 | 180 | 0 | 27 | 3 | 37 | 0 | 67 | 0 | 1 | 476 | 19 | 0 | 496 | 0 | 5 | 4 | 13 | 0 | 22 | 765 |
| 7:00 AM | 0 | 4 | 89 | 0 | 0 | 93 | 0 | 9 | 8 | 28 | 0 | 45 | 0 | 2 | 165 | 8 | 0 | 175 | 0 | 0 | 2 | 9 | 0 | 11 | 324 |
| 7:15 AM | 0 | 7 | 98 | 1 | 0 | 106 | 0 | 23 | 10 | 21 | 0 | 54 | 0 | 2 | 204 | 15 | 1 | 221 | 0 | 1 | 6 | 2 | 0 | 9 | 390 |
| 7:30 AM | 0 | 6 | 91 | 1 | 0 | 98 | 0 | 24 | 1 | 22 | 0 | 47 | 0 | 2 | 252 | 12 | 0 | 266 | 0 | 0 | 4 | 5 | 0 | 9 | 420 |
| 7:45 AM | 0 | 7 | 94 | 1 | 0 | 102 | 0 | 16 | 5 | 14 | 0 | 35 | 0 | 4 | 251 | 21 | 0 | 276 | 0 | 1 | 7 | 13 | 0 | 21 | 434 |
| Hourly Total | 0 | 24 | 372 | 3 | 0 | 399 | 0 | 72 | 24 | 85 | 0 | 181 | 0 | 10 | 872 | 56 | 1 | 938 | 0 | 2 | 19 | 29 | 0 | 50 | 1568 |
| 8:00 AM | 0 | 12 | 105 | 2 | 0 | 119 | 0 | 7 | 1 | 13 | 0 | 21 | 0 | 1 | 167 | 28 | 0 | 196 | 0 | 1 | 5 | 5 | 0 | 11 | 347 |
| 8:15 AM | 0 | 8 | 73 | 3 | 0 | 84 | 0 | 9 | 4 | 9 | 0 | 22 | 0 | 4 | 138 | 14 | 1 | 156 | 0 | 1 | 3 | 7 | 0 | 11 | 273 |
| 8:30 AM | 0 | 5 | 90 | 0 | 0 | 95 | 0 | 5 | 3 | 10 | 0 | 19 | 0 | 4 | 127 | 9 | 0 | 140 | 0 | 1 | 4 | 5 | 0 | 10 | 264 |
| 8:45 AM | 0 | 12 | 62 | 1 | 0 | 75 | 0 | 11 | 8 | 6 | 0 | 25 | 0 | 5 | 102 | 12 | 0 | 119 | 0 | 2 | 1 | 6 | 0 | 9 | 228 |
| Hourly Total | 0 | 37 | 330 | 6 | 0 | 373 | 0 | 33 | 16 | 38 | 0 | 87 | 0 | 14 | 534 | 63 | 1 | 611 | 0 | 5 | 13 | 23 | 0 | 41 | 1112 |
| 9:00 AM | 0 | 9 | 46 | 1 | 0 | 56 | 0 | 16 | 3 | 11 | 0 | 30 | 0 | 1 | 102 | 23 | 0 | 126 | 0 | 0 | 5 | 5 | 0 | 10 | 222 |
| 9:15 AM | 0 | 12 | 107 | 1 | 0 | 120 | 0 | 52 | 2 | 31 | 0 | 85 | 0 | 4 | 110 | 31 | 2 | 145 | 0 | 2 | 5 | 6 | 0 | 13 | 363 |
| 9:30 AM | 0 | 7 | 125 | 0 | 0 | 132 | 0 | 11 | 1 | 13 | 0 | 25 | 0 | 2 | 77 | 4 | 0 | 83 | 0 | 0 | 5 | 4 | 0 | 9 | 249 |
| 9:45 AM | 0 | 2 | 61 | 1 | 0 | 64 | 0 | 10 | 0 | 14 | 0 | 24 | 0 | 1 | 68 | 11 | 0 | 80 | 0 | 0 | 2 | 4 | 0 | 6 | 174 |
| Hourly Total | 0 | 30 | 339 | 3 | 0 | 372 | 0 | 89 | 6 | 69 | 0 | 164 | 0 | 8 | 357 | 69 | 2 | 434 | 0 | 2 | 17 | 19 | 0 | 38 | 1008 |
| 10:00 AM | 0 | 6 | 51 | 0 | 0 | 57 | 0 | 12 | 0 | 14 | 0 | 26 | 0 | 1 | 61 | 4 | 0 | 66 | 0 | 0 | 2 | 7 | 0 | 9 | 158 |
| 10:15 AM | 0 | 4 | 65 | 1 | 0 | 70 | 0 | 6 | 1 | 4 | 0 | 11 | 0 | 4 | 65 | 2 | 0 | 71 | 0 | 0 | 2 | 5 | 0 | 7 | 159 |
| 10:30 AM | 0 | 4 | 72 | 0 | 0 | 76 | 0 | 6 | 3 | 4 | 0 | 13 | 0 | 0 | 80 | 4 | 0 | 84 | 0 | 1 | 0 | 11 | 0 | 12 | 185 |
| 10:45 AM | 0 | 6 | 67 | 0 | 0 | 73 | 0 | 5 | 3 | 8 | 0 | 16 | 0 | 5 | 61 | 5 | 0 | 71 | 0 | 1 | 3 | 2 | 0 | 6 | 166 |
| Hourly Total | 0 | 20 | 255 | 1 | 0 | 276 | 0 | 29 | 7 | 30 | 0 | 66 | 0 | 10 | 267 | 15 | 0 | 292 | 0 | 2 | 7 | 25 | 0 | 34 | 668 |
| 11:00 AM | 0 | 3 | 88 | 1 | 0 | 92 | 0 | 8 | 0 | 16 | 0 | 24 | 0 | 0 | 69 | 8 | 0 | 77 | 0 | 1 | 1 | 4 | 0 | 6 | 199 |
| 11:15 AM | 0 | 8 | 57 | 4 | 0 | 69 | 0 | 9 | 2 | 6 | 1 | 17 | 0 | 1 | 76 | 7 | 0 | 84 | 0 | 0 | 3 | 8 | 0 | 11 | 181 |
| 11:30 AM | 0 | 5 | 62 | 2 | 0 | 69 | 0 | 7 | 0 | 10 | 0 | 17 | 0 | 2 | 81 | 8 | 0 | 91 | 0 | 0 | 2 | 2 | 0 | 4 | 181 |
| 11:45 AM | 0 | 11 | 73 | 1 | 0 | 85 | 0 | 11 | 1 | 5 | 0 | 17 | 0 | 0 | 79 | 9 | 0 | 88 | 0 | 0 | 5 | 4 | 0 | 9 | 199 |
| Hourly Total | 0 | 27 | 280 | 8 | 0 | 315 | 0 | 35 | 3 | 37 | 1 | 75 | 0 | 3 | 305 | 32 | 0 | 340 | 0 | 1 | 11 | 18 | 0 | 30 | 760 |
| 12:00 PM | 0 | 13 | 70 | 0 | 0 | 83 | 0 | 4 | 1 | 7 | 0 | 12 | 0 | 1 | 83 | 11 | 0 | 95 | 0 | 3 | 4 | 3 | 0 | 10 | 200 |
| 12:15 PM | 0 | 7 | 81 | 1 | 0 | 89 | 0 | 12 | 0 | 5 | 0 | 17 | 0 | 4 | 72 | 9 | 0 | 85 | 0 | 0 | 2 | 5 | 0 | 7 | 198 |
| 12:30 PM | 0 | 3 | 87 | 0 | 0 | 90 | 0 | 10 | 1 | 4 | 0 | 15 | 0 | 1 | 82 | 11 | 1 | 94 | 0 | 0 | 6 | 2 | 0 | 8 | 207 |
| 12:45 PM | 0 | 5 | 95 | 0 | 0 | 100 | 0 | 7 | 2 | 5 | 0 | 14 | 0 | 2 | 73 | 9 | 0 | 84 | 0 | 0 | 3 | 6 | 0 | 9 | 207 |
| Hourly Total | 0 | 28 | 333 | 1 | 0 | 362 | 0 | 33 | 4 | 21 | 0 | 58 | 0 | 8 | 310 | 40 | 1 | 358 | 0 | 3 | 15 | 16 | 0 | 34 | 812 |
| 1:00 PM | 0 | 9 | 100 | 2 | 0 | 111 | 0 | 7 | 3 | 7 | 0 | 17 | 0 | 3 | 65 | 8 | 1 | 76 | 0 | 1 | 5 | 6 | 0 | 12 | 216 |
| 1:15 PM | 0 | 6 | 86 | 0 | 0 | 92 | 0 | 10 | 1 | 3 | 0 | 14 | 0 | 0 | 75 | 12 | 0 | 87 | 0 | 1 | 3 | 7 | 0 | 11 | 204 |
| 1:30 PM | 0 | 7 | 71 | 0 | 0 | 78 | 0 | 9 | 0 | 11 | 0 | 20 | 0 | 1 | 76 | 7 | 1 | 84 | 0 | 0 | 1 | 2 | 0 | 3 | 185 |
| 1:45 PM | 0 | 3 | 110 | 1 | 0 | 114 | 0 | 10 | 1 | 6 | 0 | 17 | 0 | 6 | 119 | 9 | 0 | 134 | 0 | 0 | 5 | 6 | 0 | 11 | 276 |
| Hourly Total | 0 | 25 | 367 | 3 | 0 | 395 | 0 | 36 | 5 | 27 | 0 | 68 | 0 | 10 | 335 | 36 | 2 | 381 | 0 | 2 | 14 | 21 | 0 | 37 | 881 |
| 2:00 PM | 0 | 4 | 99 | 0 | 0 | 103 | 0 | 8 | 0 | 5 | 0 | 13 | 0 | 3 | 98 | 8 | 0 | 109 | 0 | 3 | 3 | 5 | 0 | 11 | 236 |
| 2:15 PM | 0 | 3 | 125 | 1 | 0 | 129 | 0 | 13 | 1 | 6 | 0 | 20 | 0 | 2 | 99 | 8 | 0 | 109 | 0 | 0 | 3 | 6 | 0 | 9 | 267 |
| 2:30 PM | 0 | 15 | 132 | 0 | 0 | 147 | 0 | 9 | 2 | 7 | 0 | 18 | 0 | 3 | 103 | 13 | 0 | 119 | 0 | 0 | 11 | 3 | 0 | 14 | 298 |
| 2:45 PM | 0 | 5 | 129 | 2 | 0 | 136 | 0 | 11 | 5 | 14 | 0 | 30 | 0 | 1 | 98 | 15 | 0 | 114 | 0 | 0 | 11 | 10 | 0 | 21 | 301 |
| Hourly Total | 0 | 27 | 485 | 3 | 0 | 515 | 0 | 41 | 8 | 32 | 0 | 81 | 0 | 9 | 398 | 44 | 0 | 451 | 0 | 3 | 28 | 24 | 0 | 55 | 1102 |
| 3:00 PM | 0 | 9 | 147 | 1 | 0 | 157 | 0 | 12 | 2 | 11 | 0 | 25 | 0 | 3 | 119 | 14 | 0 | 136 | 0 | 1 | 4 | 6 | 0 | 11 | 329 |
| 3:15 PM | 0 | 15 | 211 | 1 | 0 | 227 | 0 | 9 | 2 | 13 | 0 | 24 | 0 | 4 | 113 | 16 | 0 | 133 | 0 | 1 | 4 | 3 | 0 | 8 | 392 |
| 3:30 PM | 0 | 29 | 165 | 3 | 0 | 197 | 0 | 23 | 2 | 4 | 0 | 29 | 0 | 0 | 111 | 36 | 0 | 147 | 0 | 0 | 11 | 11 | 0 | 22 | 395 |
| 3:45 PM | 0 | 24 | 188 | 2 | 0 | 214 | 0 | 55 | 7 | 18 | 0 | 80 | 0 | 1 | 101 | 23 | 1 | 125 | 0 | 0 | 9 | 4 | 0 | 13 | 432 |
| Hourly Total | 0 | 77 | 711 | 7 | 0 | 795 | 0 | 99 | 13 | 46 | 0 | 158 | 0 | 8 | 444 | 89 | 1 | 541 | 0 | 2 | 28 | 24 | 0 | 54 | 1548 |

**TH 3 & Red Pine Lane
Rosemount Minnesota
Tuesday, October 11, 2022**



| Time | Southbound TH 3 | | | | | | Westbound Red Pine Ln | | | | | | Northbound TH 3 | | | | | | Eastbound Red Pine Ln | | | | | | VEHICLE TOTAL |
|------------------------|--------------------|------------|---------------------|----------------|------------------------|------------------------------|--------------------------|------------|---------------------|----------------|------------------------|------------------------------|--------------------|------------|---------------------|----------------|------------------------|------------------------------|--------------------------|------------|---------------------|----------------|------------------------|------------------------------|------------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | |
| 4:00 PM | 0 | 7 | 191 | 2 | 0 | 200 | 0 | 28 | 5 | 17 | 0 | 50 | 0 | 3 | 121 | 13 | 1 | 137 | 0 | 0 | 7 | 8 | 0 | 15 | 402 |
| 4:15 PM | 0 | 14 | 240 | 2 | 0 | 256 | 0 | 11 | 5 | 17 | 0 | 33 | 0 | 4 | 116 | 19 | 0 | 139 | 0 | 0 | 6 | 8 | 0 | 14 | 442 |
| 4:30 PM | 0 | 12 | 206 | 1 | 0 | 219 | 0 | 17 | 10 | 12 | 0 | 39 | 0 | 3 | 126 | 18 | 2 | 147 | 0 | 0 | 9 | 6 | 0 | 15 | 420 |
| 4:45 PM | 0 | 16 | 252 | 2 | 0 | 270 | 0 | 16 | 5 | 13 | 0 | 34 | 0 | 2 | 119 | 21 | 1 | 142 | 0 | 0 | 12 | 8 | 0 | 20 | 466 |
| Hourly Total | 0 | 49 | 889 | 7 | 0 | 945 | 0 | 72 | 25 | 59 | 0 | 156 | 0 | 12 | 482 | 71 | 4 | 565 | 0 | 0 | 34 | 30 | 0 | 64 | 1730 |
| 5:00 PM | 0 | 14 | 227 | 2 | 0 | 243 | 0 | 24 | 3 | 20 | 0 | 47 | 0 | 9 | 137 | 18 | 1 | 164 | 0 | 0 | 15 | 10 | 0 | 25 | 479 |
| 5:15 PM | 0 | 16 | 233 | 0 | 0 | 249 | 0 | 11 | 6 | 24 | 0 | 41 | 0 | 7 | 124 | 14 | 2 | 145 | 0 | 1 | 12 | 3 | 0 | 16 | 451 |
| 5:30 PM | 0 | 8 | 205 | 2 | 0 | 215 | 0 | 9 | 4 | 12 | 0 | 25 | 0 | 5 | 101 | 8 | 0 | 114 | 0 | 1 | 5 | 3 | 0 | 9 | 363 |
| 5:45 PM | 0 | 12 | 166 | 3 | 0 | 181 | 0 | 12 | 7 | 6 | 0 | 25 | 0 | 5 | 85 | 5 | 0 | 95 | 0 | 0 | 7 | 11 | 0 | 18 | 319 |
| Hourly Total | 0 | 50 | 831 | 7 | 0 | 888 | 0 | 56 | 20 | 62 | 0 | 138 | 0 | 26 | 447 | 45 | 3 | 518 | 0 | 2 | 39 | 27 | 0 | 68 | 1612 |
| 6:00 PM | 0 | 5 | 120 | 3 | 0 | 128 | 0 | 9 | 3 | 9 | 0 | 21 | 0 | 5 | 96 | 17 | 2 | 118 | 0 | 1 | 5 | 7 | 0 | 13 | 280 |
| 6:15 PM | 0 | 16 | 121 | 1 | 0 | 138 | 0 | 10 | 5 | 18 | 0 | 33 | 0 | 2 | 87 | 6 | 1 | 95 | 0 | 1 | 7 | 8 | 0 | 16 | 282 |
| 6:30 PM | 0 | 4 | 128 | 1 | 0 | 133 | 0 | 18 | 3 | 12 | 0 | 33 | 0 | 6 | 90 | 6 | 1 | 102 | 0 | 0 | 5 | 5 | 0 | 10 | 278 |
| 6:45 PM | 0 | 7 | 137 | 0 | 0 | 144 | 0 | 13 | 3 | 12 | 0 | 28 | 0 | 1 | 71 | 8 | 1 | 80 | 0 | 0 | 5 | 8 | 0 | 13 | 265 |
| Hourly Total | 0 | 32 | 506 | 5 | 0 | 543 | 0 | 50 | 14 | 51 | 0 | 115 | 0 | 14 | 344 | 37 | 5 | 395 | 0 | 2 | 22 | 28 | 0 | 52 | 1105 |
| DAILY TOTAL | 0 | 431 | 5872 | 55 | 0 | 6358 | 0 | 672 | 148 | 594 | 1 | 1414 | 0 | 133 | 5571 | 616 | 20 | 6320 | 0 | 31 | 251 | 297 | 0 | 579 | 14671 |
| Cars | 0 | 408 | 5456 | 51 | 0 | 5915 | 0 | 635 | 143 | 575 | 1 | 1353 | 0 | 132 | 5185 | 581 | 15 | 5898 | 0 | 31 | 243 | 290 | 0 | 564 | 13730 |
| Heavy Vehicles | 0 | 23 | 416 | 4 | 0 | 443 | 0 | 37 | 5 | 19 | 0 | 61 | 0 | 1 | 386 | 35 | 5 | 422 | 0 | 0 | 8 | 7 | 0 | 15 | 941 |
| Heavy Vehicle % | 0.00% | 5.34% | 7.08% | 7.27% | 0.00% | 6.97% | 0.00% | 5.51% | 3.38% | 3.20% | 0.00% | 4.31% | 0.00% | 0.75% | 6.93% | 5.68% | 25.00% | 6.68% | 0.00% | 0.00% | 3.19% | 2.36% | 0.00% | 2.59% | 6.41% |

**TH 3 & Red Pine Lane
Rosemount Minnesota
Tuesday, October 11, 2022**



| Time | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | VEHICLE TOTAL |
|-----------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|---------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | |
| 7:15 AM | 0 | 7 | 98 | 1 | 0 | 106 | 0 | 23 | 10 | 21 | 0 | 54 | 0 | 2 | 204 | 15 | 1 | 221 | 0 | 1 | 6 | 2 | 0 | 9 | 390 |
| 7:30 AM | 0 | 6 | 91 | 1 | 0 | 98 | 0 | 24 | 1 | 22 | 0 | 47 | 0 | 2 | 252 | 12 | 0 | 266 | 0 | 0 | 4 | 5 | 0 | 9 | 420 |
| 7:45 AM | 0 | 7 | 94 | 1 | 0 | 102 | 0 | 16 | 5 | 14 | 0 | 35 | 0 | 4 | 251 | 21 | 0 | 276 | 0 | 1 | 7 | 13 | 0 | 21 | 434 |
| 8:00 AM | 0 | 12 | 105 | 2 | 0 | 119 | 0 | 7 | 1 | 13 | 0 | 21 | 0 | 1 | 167 | 28 | 0 | 196 | 0 | 1 | 5 | 5 | 0 | 11 | 347 |
| Peak Hour Total | 0 | 32 | 388 | 5 | 0 | 425 | 0 | 70 | 17 | 70 | 0 | 157 | 0 | 9 | 874 | 76 | 1 | 959 | 0 | 3 | 22 | 25 | 0 | 50 | 1591 |
| PHF | 0.000 | 0.667 | 0.924 | 0.625 | 0.000 | 0.893 | 0.000 | 0.729 | 0.425 | 0.795 | 0.000 | 0.727 | 0.000 | 0.563 | 0.867 | 0.679 | 0.250 | 0.869 | 0.000 | 0.750 | 0.786 | 0.481 | 0.000 | 0.595 | 0.916 |

| Time | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | VEHICLE TOTAL |
|-----------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|---------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | |
| 4:30 PM | 0 | 12 | 206 | 1 | 0 | 219 | 0 | 17 | 10 | 12 | 0 | 39 | 0 | 3 | 126 | 18 | 2 | 147 | 0 | 0 | 9 | 6 | 0 | 15 | 420 |
| 4:45 PM | 0 | 16 | 252 | 2 | 0 | 270 | 0 | 16 | 5 | 13 | 0 | 34 | 0 | 2 | 119 | 21 | 1 | 142 | 0 | 0 | 12 | 8 | 0 | 20 | 466 |
| 5:00 PM | 0 | 14 | 227 | 2 | 0 | 243 | 0 | 24 | 3 | 20 | 0 | 47 | 0 | 9 | 137 | 18 | 1 | 164 | 0 | 0 | 15 | 10 | 0 | 25 | 479 |
| 5:15 PM | 0 | 16 | 233 | 0 | 0 | 249 | 0 | 11 | 6 | 24 | 0 | 41 | 0 | 7 | 124 | 14 | 2 | 145 | 0 | 1 | 12 | 3 | 0 | 16 | 451 |
| Peak Hour Total | 0 | 58 | 918 | 5 | 0 | 981 | 0 | 68 | 24 | 69 | 0 | 161 | 0 | 21 | 506 | 71 | 6 | 598 | 0 | 1 | 48 | 27 | 0 | 76 | 1816 |
| PHF | 0.000 | 0.906 | 0.911 | 0.625 | 0.000 | 0.908 | 0.000 | 0.708 | 0.600 | 0.719 | 0.000 | 0.856 | 0.000 | 0.583 | 0.923 | 0.845 | 0.750 | 0.912 | 0.000 | 0.250 | 0.800 | 0.675 | 0.000 | 0.760 | 0.948 |

| | | | |
|--------------------------------|-----------|-------------------------------|------------|
| Total Vehicles On Leg | | 12554 | |
| Vehicles Entering Intersection | 6358 | Vehicles Exiting Intersection | 6196 |
| Southbound | | | |
| Cars | 51 | 5456 | 408 |
| Heavy | 4 | 416 | 23 |
| Total | 55 | 5872 | 431 |

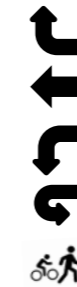


| | | | | | |
|---------------------------|------------------------------------|-----------|------|-------|-------|
| Total Vehicles on Leg 915 | Vehicles Entering Intersection 579 | Eastbound | Cars | Heavy | Total |
| | | | 0 | 0 | 0 |
| | 0 | | 0 | 0 | |
| | Vehicles Exiting Intersection 336 | | 31 | 0 | 31 |
| | 243 | | 8 | 251 | |
| 290 | 7 | 297 | | | |



Daily Volumes

| | | | | | |
|------|-------|-------|------------------------------------|-------------------------------------|----------------------------|
| Cars | Heavy | Total | Westbound | Vehicles Entering Intersection 1414 | Total Vehicles on Leg 2712 |
| 575 | 19 | 594 | | | |
| 143 | 5 | 148 | | | |
| 635 | 37 | 672 | | | |
| 0 | 0 | 0 | | | |
| 1 | 0 | 1 | Vehicles Exiting Intersection 1298 | | |



| | | | | | |
|--------------------------------|-----------|----------|-------------------------------|-------------|------------|
| Cars | 15 | 0 | 132 | 5185 | 581 |
| Heavy | 5 | 0 | 1 | 386 | 35 |
| Total | 20 | 0 | 133 | 5571 | 616 |
| Northbound | | | | | |
| Vehicles Entering Intersection | 6320 | | Vehicles Exiting Intersection | 6841 | |
| Total Vehicles On Leg | 13161 | | | | |

