

Supporting Document 1-12

Transportation Existing Conditions Report

Twin Creeks Environmental Centre Landfill
Optimization Project Environmental Assessment

WM Canada

Watford, Ontario



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Revision History

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1	November 2023
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Executive Summary

HDR Corporation was contracted by WM Canada (WM) to prepare this Transportation Existing Conditions Report as part of the Twin Creeks Environmental Centre Landfill Optimization Project Environmental Assessment (EA). The purpose of this report is to provide a description of existing transportation conditions within the study areas.

The TCEC is located approximately 1 km north of the Village of Watford in the Township of Warwick, southeast of the intersection of Zion Line and Nauvoo Road. For Transportation, the On-site Study Area corresponds to the existing TCEC site, and the Off-site Study Area has been extended to include external study area intersections that are used by facility vehicles to serve the local and broader areas based on known haul routes and typical origin-destinations for site traffic.

There are approximately 5 years of approved landfill airspace capacity remaining at the TCEC (i.e., capacity will be reached in approximately 2031). The proposed optimization would provide additional airspace capacity of up to approximately 14.3 million cubic metres (m³), which could extend the site life by about 12 years (from 2031 to 2043), and may be achieved through alternative landfill configurations or alternative methods within the existing 301-hectare TCEC site area. No changes are being proposed to the current TCEC site area, the approved service area, or the annual fill rate.

The day-to-day operations of the TCEC are expected to continue as they are today in terms of the traffic generated daily and during peak hours. While the landfill optimization will allow for the operating life to be extended, there will be no changes to the daily or yearly tonnage limits. Additionally, the site access and haul routes are expected to remain the same, with the majority of the site traffic heading north towards Highway 402 and a smaller portion of the site traffic destined to/from the south and to/from the immediate area. As a result, the site transportation conditions external to the site are not expected to change significantly from current day operations, with the understanding that day-to-day fluctuations and monthly variations in demand are expected.

This report documents the existing transportation conditions by reviewing the TCEC weigh scale data and traffic data, documents existing traffic operations at study intersections including the weigh scale, reviews historic collision history to identify any safety signals and in particular any safety signals that appear related to the TCEC, and reviews safety for the Nauvoo Road site entrance in terms of turn lane storage and taper requirements.

For a conservative assessment of existing traffic conditions, the traffic analysis was based on traffic conditions representative of a day when the TCEC experiences high activity, and which is expected to occur only occasionally throughout the year.

Site Traffic and Intersection Operations

The majority of site traffic is destined to/from Highway 402 to the north. The site traffic was adjusted using the weigh scale information to adjust the site truck traffic so that it was representative of a high volume/high activity day. This resulted in 47 inbound and 77 outbound trips during the weekday AM peak hour, 44 inbound and 52 outbound trips during the midday peak hour, and 26 inbound trips and 30 outbound trips during the weekday PM peak hour. The site traffic volumes were then used to model the inbound queue length which confirmed that the queues may extend back to Nauvoo Road resulting in queuing in the northbound right-turn lane and the southbound left-turn lane. This confirms expectations for high activity days. However, the majority of the time there is less activity (fewer trucks) entering the TCEC and the queues do not reach to Nauvoo Road. In addition, during peak periods the second scale can be utilized for managing inbound vehicles to reduce the inbound queue length.

Traffic operations for study area intersections surrounding the TCEC were analyzed using 2022 traffic data, adjusted to represent a high activity day for the TCEC. The operational analysis indicates that the study area intersections are operating well and within acceptable thresholds in terms of volume-to-capacity ratios, delays, and queues. All individual movements at study area intersections are currently operating with Level of Service 'C' or better which is considered acceptable. Typically, Level of Service 'D' requires monitoring, while 'E' and 'F' are considered unacceptable. Additionally, the highest volume-to-capacity ratio for any individual movement is 0.28, while the need for mitigation is not considered until the volume-to-capacity ratio exceeds 0.85. There are no operational concerns to note based on the traffic analysis.

Road Safety

Safety was reviewed from the perspective of driveway sightlines, storage lane/taper requirements, and historic collision history. It was found that the TCEC site entrance on Nauvoo Road has sufficient sightlines and that the storage and taper are adequate and correctly designed. During the site observations there were no close calls or collisions observed. Additionally, the location of the proposed location for the RNG Facility was assessed for sightlines and confirmed to have adequate sight distances.

Safety was reviewed based on collision history analysis over the previous 5 years of collision history. The collision analysis did not reveal any key indicators for collisions such as frequent collisions or repeated collisions locations and types of collisions, which would indicate design deficiencies, or other trends associated with environmental conditions. Furthermore, the collision history did not reveal a prevalence of truck-related collisions or collisions associated with the TCEC site entrance location on Nauvoo Road. As a result, there were no safety signals arising from the collision history analysis and the collision history rates do not indicate a high frequency of collisions for the study area.

Signage recommendations from the 2017 Road Safety Audit included an advance warning sign that the northbound acceleration lane is ending on approach to Zion Line,

and “share the road” signage along Nauvoo Road to let drivers know that cyclists may use the roadway. This signage had not been installed as of the February 2023 site visit. The installation of signage along Nauvoo Road is at the discretion of the County of Lambton. The current Road Safety Assessment did not identify any safety signals related to these recommendations.

Future Conditions

Future conditions will be assessed in the Effects Assessment report. The future conditions assessment will include two scenarios:

- Future Background Traffic Conditions – this is the ‘Do Nothing’ Alternative scenario assuming the facility continues to operate as it does today with no changes to site operations. This scenario includes general background growth and traffic associated with planned new developments. The impacts of development will be compared with this scenario.
- Future Total Traffic Conditions – this is the scenario that includes the future background conditions (background traffic growth and traffic associated with new developments), as well as any future facility expansion and associated changes to site traffic, including traffic associated with the future Renewable Natural Gas Facility.

Future conditions will include general background traffic growth as well as traffic associated with any future developments which may contribute traffic to the study area roadways. Future developments or traffic generators will be confirmed with the Township and County.

Acronyms, Units and Glossary

Acronyms

Acronym	Definition
AADT	Average Annual Daily Traffic
ATR	Automatic Traffic Recorder
DHV	Design Hourly Volume
EA	Environmental Assessment
EAA	<i>Environmental Assessment Act</i>
GHG	Greenhouse Gas
HCM	Highway Capacity Manual
LFG	Landfill Gas
LOS	Level of Service
MECP	Ministry of Environment, Conservation and Parks
RNG	Renewable Natural Gas
SADT	Summer Average Daily Traffic
SMV	Single Motor Vehicle
TAC	Transportation Association of Canada
TMC	Turning Movement Count
ToR	Terms of Reference
V/C	Volume-to-Capacity Ratio
WM	WM Canada

Units

Unit	Definition
ha	hectares
kg	kilograms
km	kilometre
km/h	kilometres per hour
m	metre
m ³	cubic metres

Glossary

Term	Definition
Approval	Permission granted by an authorized individual or organization for a project to proceed. This may be in the form of program approval, certificate of approval or provisional certificate of approval.
Capacity (Disposal Volume)	The total volume of air space available for disposal of waste at a landfill site for a particular design (typically in m ³); includes both waste and daily cover materials, but excludes the final cover.
Channelized	Channelized right-turns have separate turn lanes that diverge from the roadway and allow vehicles to perform the turn at higher speeds rather than coming to a full stop or slowing down to perform the right-turn at the intersection. Channelized right-turns are typically under yield control rather than stop control.
Composting	The controlled microbial decomposition of organic matter, such as food and yard wastes, in the presence of oxygen, into finished compost (humus), a soil-like material. Humus can be used in vegetable and flower gardens, hedges, etc.
Composting facility	A facility designed to compost organic matter either in the presence of oxygen (aerobic) or absence of oxygen (anaerobic).
Delay	Delay is the amount of time, expressed in seconds, that a vehicle is expected to have to wait when travelling through an intersection. Delays are often expressed as Level of Service level grades.
Demand Profile	The demand (or activity) experienced over a given time period, including fluctuations depending on time-of-day, day-of-week, or seasonal fluctuations.
Environment	As defined by the Environmental Assessment Act, environment means: <ul style="list-style-type: none"> • air, land or water; • plant and animal life, including human life; • the social, economic and cultural conditions that influence the life of humans or a community; • any building, structure, machine or other device or thing made by humans; • any solid, liquid, gas, odour, heat, sound, vibration or radiation resulting directly or indirectly from human activities; or • any part or combination of the foregoing and the interrelationships between any two or more of them (ecosystem approach).
Environmental Assessment (EA)	A systematic planning process that is conducted in accordance with applicable laws or regulations aimed at assessing the effects of a proposed project on the environment.
Evaluation criteria	Evaluation criteria are considerations or factors taken into account in assessing the advantages and disadvantages of various alternatives being considered.
Greenhouse gas (GHG)	Any of the gases whose absorption of solar radiation is responsible for the greenhouse effect, including carbon dioxide, methane, ozone, and the fluorocarbons.
Indicators	Indicators are specific characteristics of the evaluation criteria that can be measured or determined in some way, as opposed to the actual criteria, which are fairly general.
Landfill gas (LFG)	The gases produced from the wastes disposed in a landfill; the main constituents are typically carbon dioxide and methane, with small amounts of other organic and odour-causing compounds.
Landfill site	An approved engineered site/facility used for the final disposal of waste. Landfills are waste disposal sites where waste is spread in layers, compacted to the smallest practical volume, and typically covered by soil.
Leachate	Liquid that drains from solid waste in a landfill and which contains dissolved, suspended and/or microbial contaminants from the breakdown of this waste.

Glossary

Term	Definition
Level of Service (LOS)	Level of Service is a letter grade intended to represent the amount of delay (in seconds) experienced by a traffic movement. Level of Service ranges from 'A' (least delay) to 'F' (most delay). Typically, Level of Service 'A', 'B', and 'C' are considered acceptable, Level of Service 'D' is considered within acceptable range but justifies monitoring, and Level of Service 'E' and 'F' indicate deficiencies.
Mitigation	Measures taken to reduce adverse impacts on the environment.
Project	Is defined in the <i>Environmental Assessment Act</i> as: one or more enterprises or activities or a proposal, plan or program in respect of an enterprise or activity.
Proponent	A person who: <ul style="list-style-type: none"> • carries out or proposes to carry out a project; or • is the owner or person having charge, management or control of a project.
Queue	Vehicle queues are expressed in metres. The 95 th percentile queue is typically used to determine storage needs, but the 50 th percentile queue is also used to understand average queues.
Receptor	The person, plant or wildlife species that may be affected due to exposure to a contaminant.
Storage and Taper	Exclusive turning lanes for left-turns or right-turns can have two components to the lanes design: storage and taper. The storage is the section for storing vehicles while they wait to perform their turn. The taper is the segment of the left-turn lane where the lane begins to widen until it reaches the storage segment. The taper is intended for vehicles to transition from the adjacent through-lane and decelerate prior to entering the storage area.
Terms of Reference (ToR)	A terms of reference is a document that sets out detailed requirements for the preparation of an Environmental Assessment.
Volume-to-Capacity Ratio (V/C)	The volume-to-capacity (v/c) ratio is a measure of the degree of capacity utilized at an intersection or for a specific traffic movement. Volume-to-capacity ratios can range from zero (when there is no demand), to 1.00 (when the movement is operating at capacity). If a v/c ratio exceeds 1.00 then the software is either underestimating the capacity for existing conditions, or is predicting that the intersection will not be able to serve the projected demand within the analysis period, resulting in queue buildup.
Waste	Refuse from places of human or animal habitation; unwanted materials left over from a manufacturing process.



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1 Introduction

This report presents a description of the existing Transportation conditions for the WM Canada (WM) Twin Creeks Environmental Centre (TCEC) Landfill Optimization Project in support of the environmental assessment (EA). The EA is being carried out in accordance with the requirements of the *Environmental Assessment Act (EAA)* and Terms of Reference (ToR), which was approved by the Ministry of Environment, Conservation and Parks (MECP) on December 13, 2022.

WM, the owner and operator of the TCEC in Watford, Ontario, has initiated the EA seeking approval to optimize the landfill design and operation, maximizing the use of the constructed infrastructure and the significant investment made at the TCEC. There are approximately 5 years of approved landfill airspace capacity remaining at the TCEC (i.e., capacity will be reached in approximately 2031). The proposed optimization would provide additional airspace of approximately 14.3 million cubic metres (m³), which could extend the site life by approximately 12 years (from 2031 to 2043), and may be achieved through alternative landfill configurations or alternative methods within the existing 301-hectare (ha) TCEC site area. No changes are proposed to the size of the TCEC site area, approved service area, or annual fill rate.

The approved ToR included a preliminary description of the existing conditions within the area surrounding the TCEC, with the commitment that a more detailed description of existing environmental conditions would be prepared as part of the EA. In accordance with the approved ToR, additional investigative studies were carried out as necessary to generate a more detailed description of the existing natural, cultural, socio-economic, and built environments for use in the assessment of the effects of the alternative methods for the TCEC Landfill Optimization Project during the EA.

This Transportation Existing Conditions Report is one component of the EA. The EA Study Report will incorporate the information presented herein as appropriate, and this report will be included with the EA Study Report as a supporting document.

2 TCEC and Study Areas

The TCEC is located approximately 1 km north of the Village of Watford in the Township of Warwick, southeast of the intersection of Zion Line and Nauvoo Road. The TCEC is a regional facility that provides safe and convenient disposal services for communities, businesses and industries serving the Province of Ontario. The landfill is approved to receive municipal, industrial, commercial, and institutional solid non-hazardous wastes generated, including non-hazardous contaminated soil.

During the EA, existing conditions and potential effects will be considered in the context of two study areas: on-site and off-site. The general study areas proposed for the purposes of the EA are (**Figure 2-1**):

- On-site Study Area: the existing TCEC.
- Off-site Study Area: the lands within the vicinity of the TCEC extending approximately 1 km out from the On-site Study Area.

For Transportation, the general Off-site Study Area has been extended to include the intersections that are used by facility vehicles to serve the local and broader areas based on known haul routes and typical origin-destinations for site traffic. These intersections are shown in **Figure 2-2**. Background information informing intersection selection was extracted from the report entitled Twin Creeks Landfill Annual Fill Rate Increase Traffic Impact Study (February 2017, HDR). Based on knowledge of the site operations, the primary haul routes are to and from Highway 402, with approximately 80% of site truck traffic going to the north to Highway 402 and the remainder of site traffic heading to the south towards Watford. Smaller vehicles are more evenly split between those destined to/from the north and south, which may be due to the employees and visitors living in the immediate area. The same traffic patterns are expected to continue in the future.

The intersection characteristics (lane configuration, travel speeds, and traffic volumes) and the existing traffic volumes were used to assess existing traffic operations. The intersections included in the Transportation scope of work include the following five (5) locations, which are consistent with those examined in the February 2017 Traffic Impact Study:

1. Highway 402 and Nauvoo Road Eastbound Off-ramp Terminal;
2. Highway 402 and Nauvoo Road Westbound Off-ramp Terminal;
3. Nauvoo Road and Confederation Line;
4. Nauvoo Road and Zion Line; and
5. Primary facility entrance on Nauvoo Road.

The Highway 402 interchange includes two stop-control intersections (intersections 1 and 2, above), as well as free-flow ramps which were not analyzed as there are no controlled movements. However, the free-flow on-ramps were included within the analysis of collision history if there were documented collisions at these locations and were considered in terms of site traffic routing. The employee-only secondary entrance along Zion Line is generally closed to facility traffic and was not included in the analysis, although it is acknowledged that this entrance may be used under some rare conditions when the primary entrance on Nauvoo Road is inaccessible.

An additional site access for a planned Renewable Natural Gas (RNG) facility at the TCEC site has been proposed along Confederation Line and the feasibility of this access has been reviewed under separate cover including a sightline assessment and estimate of potential traffic generation and traffic operations during construction. The traffic related to the construction of the RNG Facility is expected to be higher than its day-to-day operational traffic, which will be limited to trips generated by a small number of employees. This future access to the RNG Facility will only accommodate RNG

Facility traffic and will not serve landfill site traffic. This is a future site access which is not captured in the existing conditions analysis, but will be considered in the effects assessment when assessing future conditions.

No changes or alternatives are being proposed for the current haul route as part of the landfill optimization. Intersections at the interchanges with Kerwood Road and Forest Road were not included since facility-related traffic travelling through these interchanges will be free-flow and will not exit or enter Highway 402 via the interchanges.

Only local traffic arrives at the TCEC site from the south. The Off-site Study Area for Transportation also extends to the southerly limits of the Village of Watford, approximately 280 m south of Bond Street (the southernmost street). Collision history was reviewed to this southerly limit of Watford to determine if truck traffic contributes to collisions within the village.

Figure 2-1. On-Site and Off-Site Study Areas

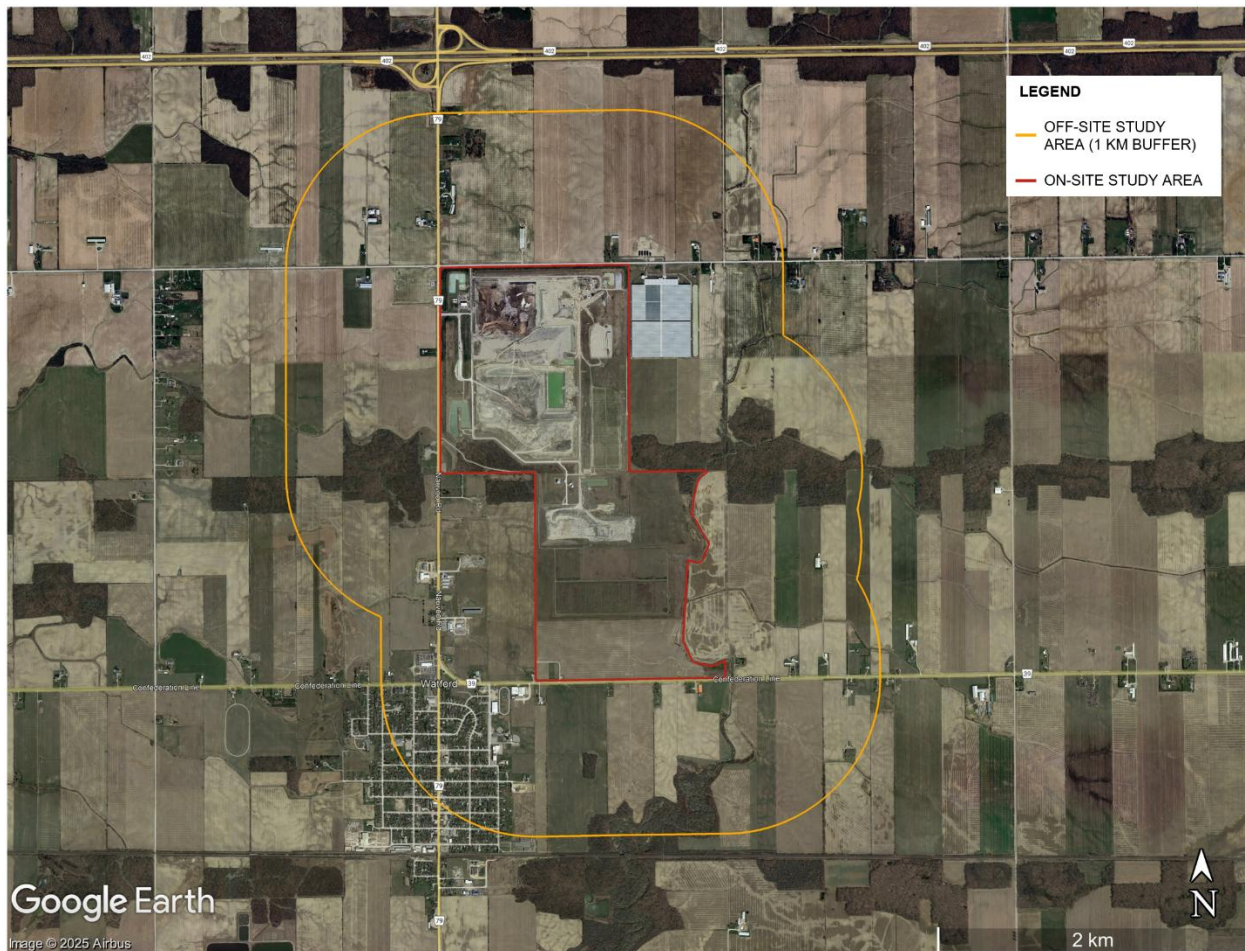
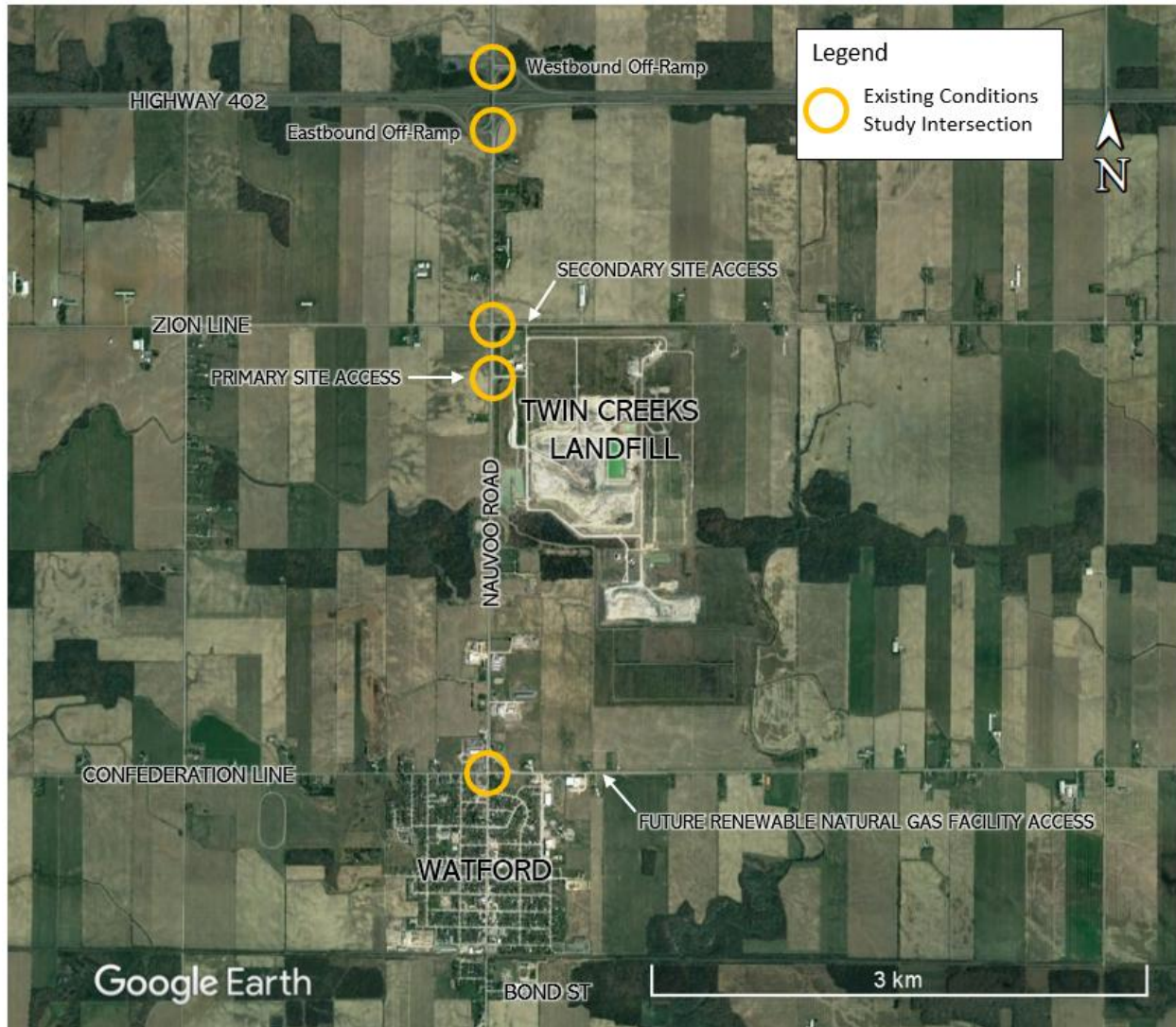


Figure 2-2. Off-Site Study Area Study Intersections



3 Methods

This Transportation Existing Conditions Report was developed based on the evaluation criteria, indicators, and data sources included in the approved ToR, which were developed in consultation with government agencies and other stakeholders. The evaluation criteria, rationale, indicators and data sources used for Transportation as per the approved ToR are provided in **Table 3-1**.

Table 3-1. Evaluation Criteria, Indicators and Data Sources for Transportation

Evaluation Criteria	Rationale	Indicators	Data Sources
Built Environment			
Transportation			
Traffic Operations	Truck traffic associated with continued operations of the landfill may adversely affect residents, businesses, institutions and movement of farm vehicles in the site vicinity.	<ul style="list-style-type: none"> • Change in peak hour and daily truck traffic volume and Average Annual Daily Traffic (AADT) along the study area road segments • Intersection performance – capacity, delay, queues (based on HCM 2000 and generated by Synchro Traffic Signal Coordination Software Version 11) – for the study area intersections • Road safety <ul style="list-style-type: none"> • Collisions per million vehicles at all study area intersections (severity, involving pedestrians, cyclists, autos, trucks, school buses, and agricultural vehicles) • Collisions per million vehicle-km along all study area road segments (severity, involving pedestrians, cyclists, autos, trucks, school buses, and agricultural vehicles) • Collisions by environmental conditions for segments and intersections • Sight distance at the primary site entrance 	<ul style="list-style-type: none"> • Turning Movement Counts • Traffic Model • Road Safety Assessment <ul style="list-style-type: none"> • Collision History • Aerials • Land Survey • Stopping and Turning Sight Distance Review • Field inventory/investigation: Clear Zone, Conflicts, Visual Obstructions, Signage, Pavement Condition, Linework Condition

3.1 Data Collection and Review

Trips generated by the TCEC add demand on to the surrounding road network. The impacts from the TCEC were quantified to forecast future traffic operations and to identify mitigation, if required. Traffic impacts resulting from background traffic were also considered in the forecasts and the traffic analysis.

Both the weigh scale data as well as the turning movement counts (TMCs) were used in traffic operations software (Synchro and SimTraffic) to estimate queue lengths, delays, and volume-to-capacity ratios at the identified study intersections, the primary site entrance, and at the weigh scale. The analysis was performed following the requirements of the MTO as well as using Highway Capacity Manual (2000) outputs. The established existing conditions will be used as the basis of further forecasting and comparisons of alternative methods. Weigh scale operations were emulated using Synchro and SimTraffic traffic operations analysis software and calibrated to reflect

actual field observations and weigh scale processing times. The traffic models will be used as the basis for the assessment of future conditions.

The traffic count data in this analysis was adjusted so that the TCEC site-generated traffic component represents peak operating conditions for the facility for a more conservative analysis. This means the site traffic volumes component was factored up based on a review of the weigh scale data for the previous four operating years from 2019 to 2022, inclusive.

Road safety was reviewed to identify any potential mitigation to improve safety at surrounding study area intersections and at the facility driveway. Collision history was requested from the County of Lambton to understand the spatial distribution and causes of collisions. The site entrance operations were also reviewed from the perspective of sight distance requirements and deceleration lane operations to identify any safety signals for potential addressing.

A Road Safety Assessment was undertaken. Collision history was requested for Nauvoo Road and Zion Line in the vicinity of the site at intersections and midblock locations, inclusive of the study area intersections at Confederation Line and Highway 402, and extending southerly to the southern limits of the Village of Watford, approximately 280 metres south of Bond Street (the southernmost road in Watford).

The collision history was reviewed to determine trends or patterns in collision severity and causes which may be used to identify locations of existing safety concerns or deficiencies on the road network. The collision history review also included consideration of any vulnerable user safety impacts (i.e., truck-cyclist and truck-pedestrian conflicts). Vulnerable road user impacts were assessed by identifying concentrations of collisions or types of collisions sharing characteristics. The frequency and location of collisions involving vulnerable road users (pedestrians and cyclists) were reviewed for potential causes and potential mitigation measures. If problem areas were identified, then a more focused review of the collision details was undertaken to identify root causes and potential mitigation measures.

A field inventory was performed to determine the condition of the existing pavement, painted lines/pavement markings, signage, and to generally confirm the transportation environment and infrastructure within the study area (mode of traffic control, lane configurations, posted speeds, etc.). Sightlines were also assessed through desktop reviews using available aerial imagery and supplemented by the field checks. The purpose of the field investigation was to identify if there were any obstructions within the clearway along Nauvoo Road and along Zion Line across the site frontage, which is where truck traffic activity is anticipated to be the highest based on existing haul route (which is expected to remain the same in the future), to inventory the road network, and to confirm available desktop research.

Storage and turn lane/taper length requirements for traffic movements impacted by truck activity was reviewed to confirm adherence to MTO Design Supplement for TAC Geometric Design Guide (GDG) for Canadian Roads – April 2020.

3.2 Field Studies

A site visit was undertaken to observe traffic operations on a typical weekday both on- and off-site. The site visit was undertaken on February 8, 2023, during the weekday AM and midday peak periods. During the site visit, operations were discussed with facility staff and the understanding of typical conditions was confirmed so that they could be captured in the analysis. Sight distances were also reviewed for the existing site entrance along Nauvoo Road and the proposed site entrance for the RNG Facility along Confederation Line. Pavement condition was assessed for all study roadways during the site visit.

Traffic data for all study intersections was collected on November 22, 2022, during the weekday AM (7:00am to 9:00am), midday (11:00am to 2:00pm), and PM (4:00pm to 6:00pm) peak periods.

Follow-up turning movement count data was collected on May 21, 2025 to validate the November 2022 data and to confirm that the 2022 data was representative and appropriate for use as the basis of the traffic analysis. In addition to the turning movement counts, an Automatic Traffic Record or ATR count was collected at the south leg of Nauvoo Road and Ontario Street from Tuesday May 27th to Thursday May 29th for the purpose of determining traffic volumes within the Town of Watford and to assess the various pedestrian crossings of Nauvoo Road. A comparison between 2022 data and 2025 data is provided in **Section 4.3.2**.

Traffic data is provided in **Appendix B**.

3.3 Characterization of Existing Conditions

The existing conditions for Transportation were characterized as follows:

1. Information collected from the sources identified in **Section 3.1** were reviewed and summarized;
2. Field studies were undertaken to observe traffic operations during the AM and midday peak periods, identify any operational deficiencies, note any close calls, collisions or indications of collisions related to the TCEC site traffic, operations, or driveways, capture pavement condition, and to check sight distance for the existing and proposed driveways (**Section 3.2**); and
3. Information from all sources was compiled by environmental criterion.

4 Description of Existing Conditions

The existing area surrounding the TCEC is predominantly rural and agricultural. The closest population centre is the Village of Watford located approximately 2.4 kilometres to the south of the TCEC site entrance on Nauvoo Road. Highway 402 runs east-west through the north end of the extended off-site Transportation study area

connecting Sarnia to the west, London to the east, and continues easterly until merging with Highway 401 south of London Ontario. The vast majority of site traffic to the TCEC travels via Highway 402 unless it is destined locally, resulting in the majority (approximately 80%) of site truck traffic travelling north along Nauvoo Road, with smaller vehicles distributing throughout the local area and heading north and south along Nauvoo Road.

Traffic conditions surrounding the TCEC are generally characterized by low volume and low activity, with the Village of Watford being the largest and closest population centre with a relatively small area encompassing a 1.2-kilometre distance from north to south and a 1-kilometre distance from west to east, centered on Nauvoo Road.

The following sections summarize the existing transportation conditions surrounding the TCEC. The existing conditions include a review of traffic operations, a summary of the weigh scale data provided, and a Road Safety Assessment incorporating a review of collision history and other safety considerations.

4.1 Field Investigation and Observations

Intersection traffic counts were collected on November 22, 2022, and used to analyze traffic operations for study intersections. The traffic volumes are summarized in **Section 4.3.2**. Follow-up data was also collected in May 2025 and was compared with the 2022 traffic data to verify that the 2022 traffic data is representative of typical conditions and appropriate to use as the basis of the traffic analysis (see **Section 4.3.2**). All traffic data is provided in **Appendix B**.

A site visit was performed on Wednesday, February 8, 2023. Weather during the site visit was clear and approximately 10 degrees Celsius with good visibility. The site visit included all study area roadways including the sections adjacent to the TCEC and through the length of the study area, as well as the identified study area intersections which include the primary TCEC entrance on Nauvoo Road, the auxiliary employee-only entrance on Zion Line, and the location of the proposed entrance for the RNG Facility located on Confederation Line which was assessed for sightlines at the proposed future entrance location.

The site visit captured the weekday AM peak period and extended to the midday time period. The first part of the site visit focused on external operations when background traffic volumes were expected to be highest, while the latter half of the site visit focused on the internal operations within the TCEC when site traffic activity was expected to be highest, primarily at the weigh scale.

In general, the traffic activity surrounding the TCEC was relatively low, particularly along Zion Line and Confederation Line. Traffic volumes along Nauvoo Road were higher than intersecting roadways as it acts at the direct link between Highway 402 and the Village of Watford. Based on discussions with TCEC staff, the traffic activity surrounding the TCEC during the site visit was comparable to a typical day.

There were no close calls or operational concerns observed. All traffic proceeded with minimal delays and there was typically no queueing. The highest traffic activity was observed at the intersections of Nauvoo Road and the Highway 402 interchange, and at Nauvoo Road and Confederation Line, which is located in the Village of Watford. There were no close calls or operational concerns observed at the TCEC primary entrance along Nauvoo Road.

Traffic activity within the TCEC was relatively low and no issues were observed. The main activity was at the weigh scale where up to four (4) inbound trucks were observed queueing up to the weigh scale. The queue remained within the driveway and did not back up to Nauvoo Road. The maximum queue during the site visit is shown in **Figure 4-1** (approximately four articulated trucks).

Figure 4-1. Inbound Weigh Scale Queue (February 8, 2023)



4.2 Weigh Scale Data

WM provided weigh scale data for the years 2019 through 2022. The 2022 dataset included the November 22, 2022 field study when turning movement counts were captured, so both datasets were combined.

The weigh scale data is a log of all trucks that enter and leave the TCEC during each operating day, but does not capture traffic that enters the TCEC but does not pass through the weigh scale. Therefore, the weigh scale data captures primarily large trucks in the form of dump trucks or articulated trucks (WB-20s). The weigh scale data includes the following data for each truck that passed through the weigh scale:

- Timestamp In;
- Timestamp Out;
- Ticket Number (unique identifier for that load);
- Carrier;

- Vehicle ID;
- Tare Weight (kg) and Gross Weight (kg);
- Material; and
- Vehicle Type.

The weigh scale data was used to determine the inbound volumes during peak hours and was correlated with the site entrance turning movement count. Weigh scale data was also used to determine the inbound volume profile throughout the day, which provides an indication of whether or not the peak operations overlap with the peak periods of external road traffic: weekday morning peak period (7:00am to 9:00am); midday peak period (11:00am to 2:00pm); and weekday PM peak period (4:00pm to 6:00pm).

The daily tonnage received and the yearly tonnage limits are not expected to change; therefore, the tonnage was not used in the analysis of the weigh scale data. Additionally, the data was used to determine the demand profile throughout the year to identify days with peak activity and to extract the peak hour volume for each analysis period, which was then used to scale up the turning movement count (collected in November 2022) to represent a high-volume day. This was done so that the traffic operations analysis would be representative of a high-volume day to be more conservative.

The following sections summarize the findings of the weigh scale data analysis.

4.2.1 Demand Profile Throughout the Year

The yearly demand profiles for the year 2022 are shown below in **Figure 4-2**. These graphs show the peak hour volumes passing through the weigh scale for every operating day throughout the year 2022. Additional yearly demand profiles for the years 2019, 2020, and 2021 are provided in **Appendix A** and generally show the same patterns.

The yearly demand profiles show the peak hour volumes for each operating day. The data show that traffic generated by the TCEC and passing through the weigh scale is generally consistent overall throughout the year despite fluctuations (dips and spikes).

The data indicates that the weekday midday time period generally experiences more activity passing through the weigh scale, followed by the morning peak period. The weekday afternoon peak period is consistently the lowest volume time period.

The data also shows that Tuesdays, Wednesdays, and Thursdays tend to have higher activity than Mondays and Fridays. Saturdays experience the lowest activity by a large margin and typically do not have activity during the mid to late afternoons.

The peak hour inbound weigh scale volumes which correlate to the graphs shown in **Figure 4-2** are summarized below in **Table 4-1**. Summaries for the years 2019, 2020, and 2021 are presented in **Appendix A**. In most cases, the peak hour volumes are up



to twice that of the average peak hour volume experienced throughout the year, particularly for the weekday AM and PM peak periods, while the midday peak period maximum hourly volume does not tend to spike as high compared to the average.

During the 2022 operating year, the maximum peak hour volume was experienced on a Thursday with 47 inbound trucks during the AM peak hour. This equates to less than 1 vehicle entering every minute. The other years have comparable activity levels with one exception which is a Tuesday in 2021 where the peak period volume was 62 vehicles, but this appears to be an exceptional event and was considered to be an outlier.

Table 4-1. Inbound Weigh Scale Hourly Volume Summary (2022)

Day of the Week	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Average	Maximum	Average	Maximum	Average	Maximum
Mondays	19	31	27	39	7	14
Tuesdays	22	31	31	43	9	17
Wednesdays	25	45	29	43	9	18
Thursdays	25	47	30	44	10	22
Fridays	22	33	26	37	7	26
Saturdays	10	30	0	4	0	1
Weekday Summary	23	47	29	44	8	26

Figure 4-2. Yearly Demand Profiles, by Day (2022 Weigh Scale Dataset)

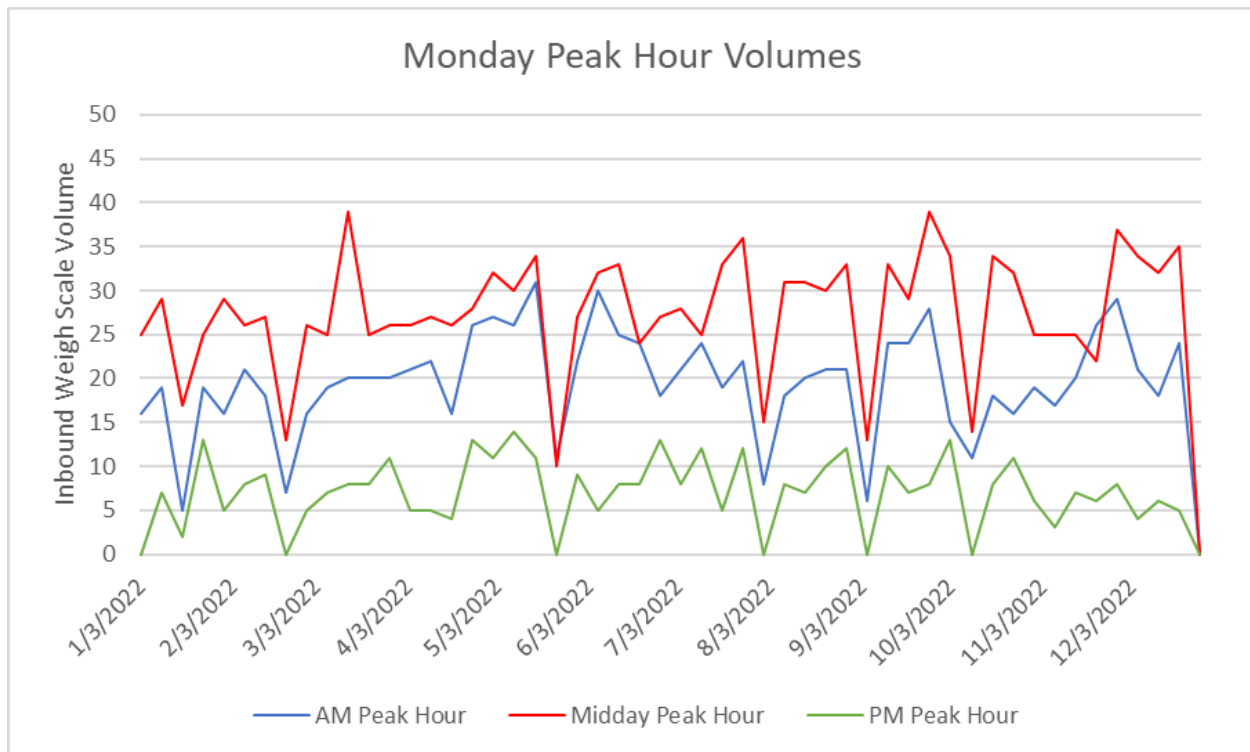


Figure 4-2. Yearly Demand Profiles, by Day (2022 Weigh Scale Dataset) continued

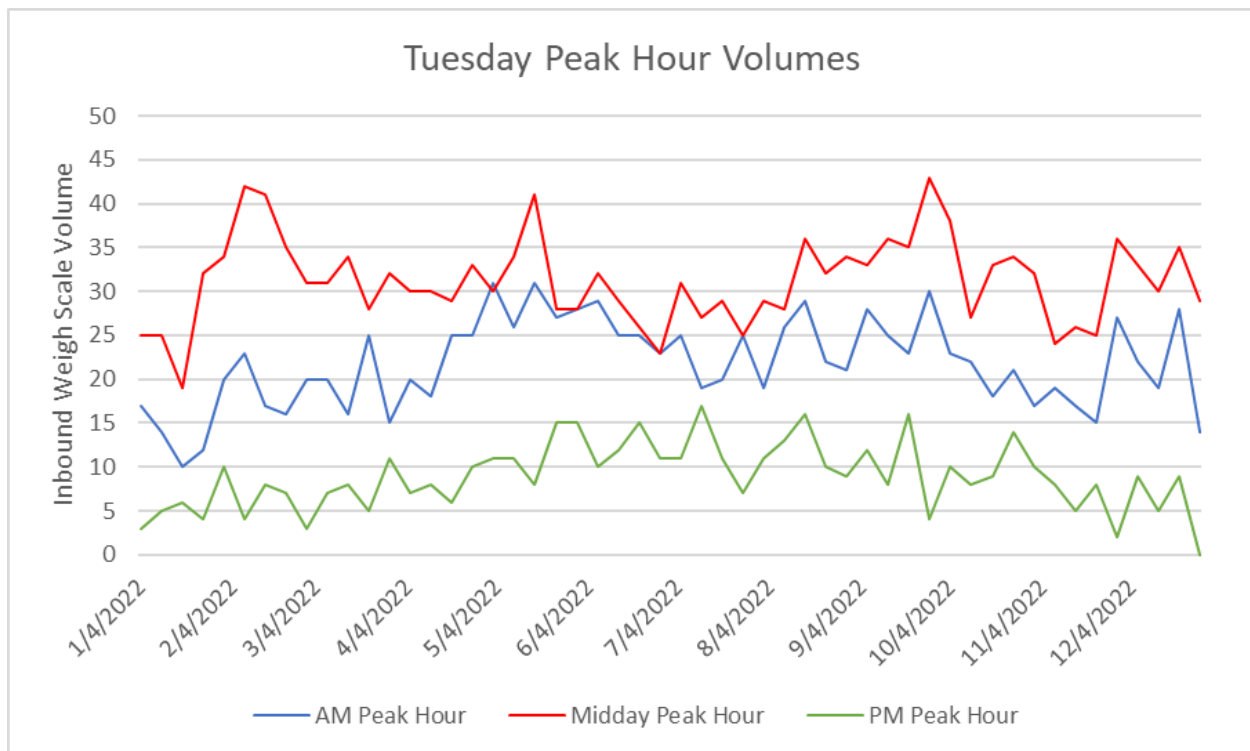


Figure 4-2. Yearly Demand Profiles, by Day (2022 Weigh Scale Dataset) continued

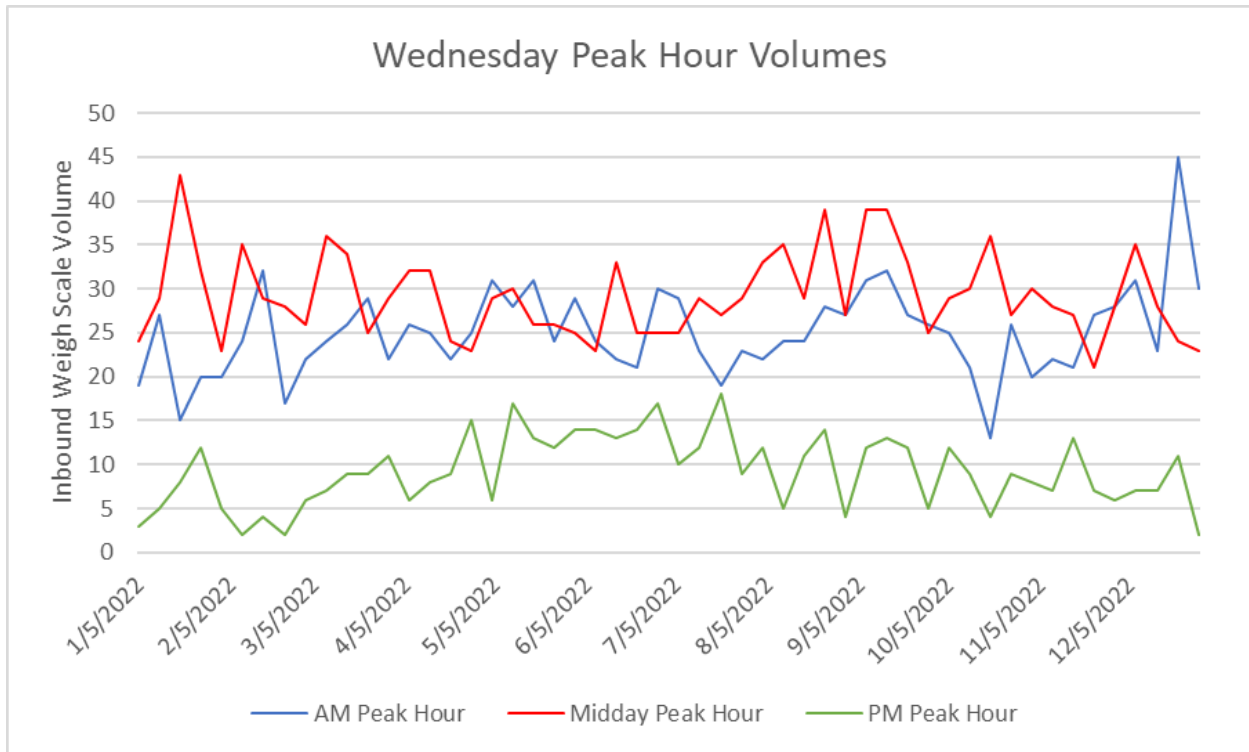


Figure 4-2. Yearly Demand Profiles, by Day (2022 Weigh Scale Dataset) continued

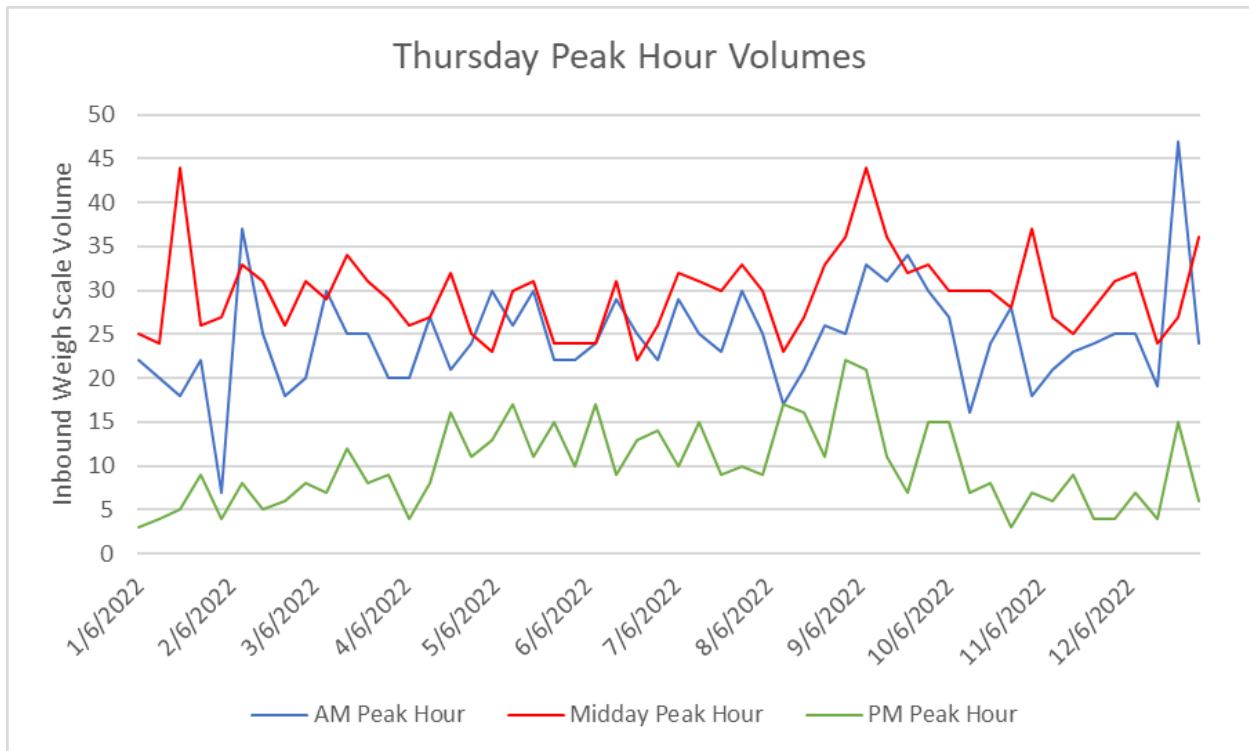


Figure 4-2. Yearly Demand Profiles, by Day (2022 Weigh Scale Dataset) continued

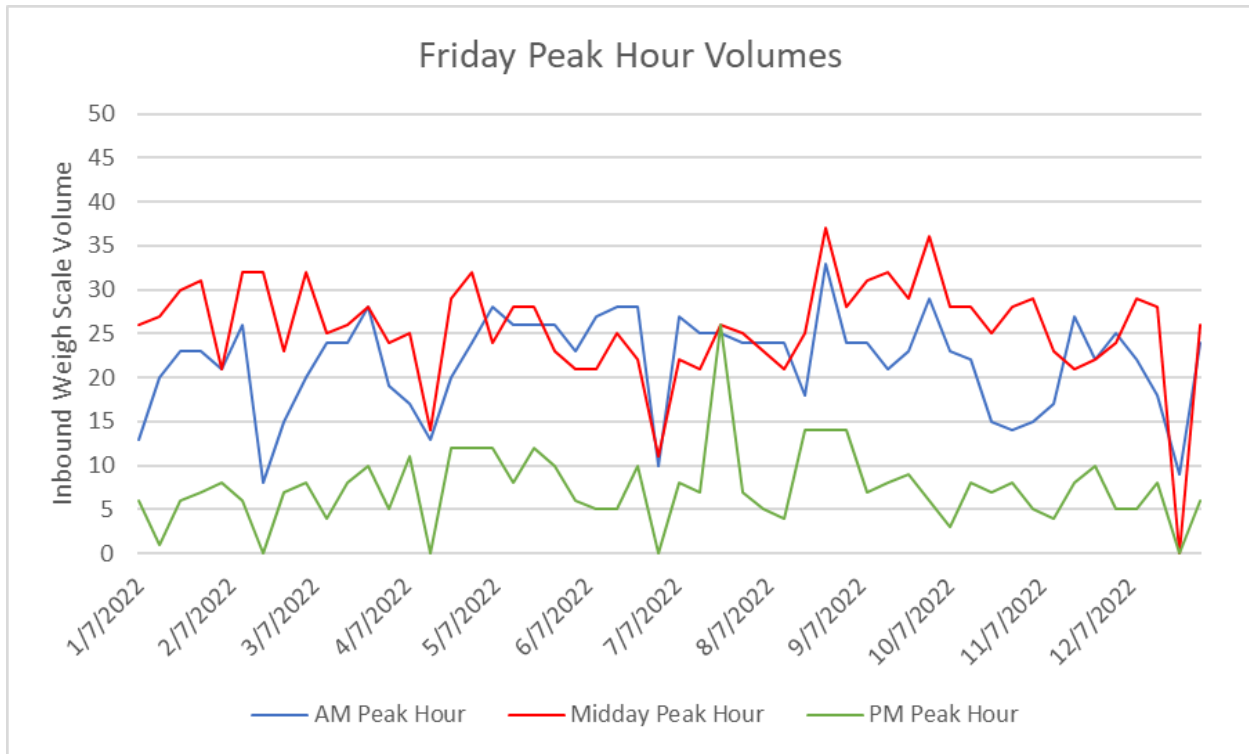
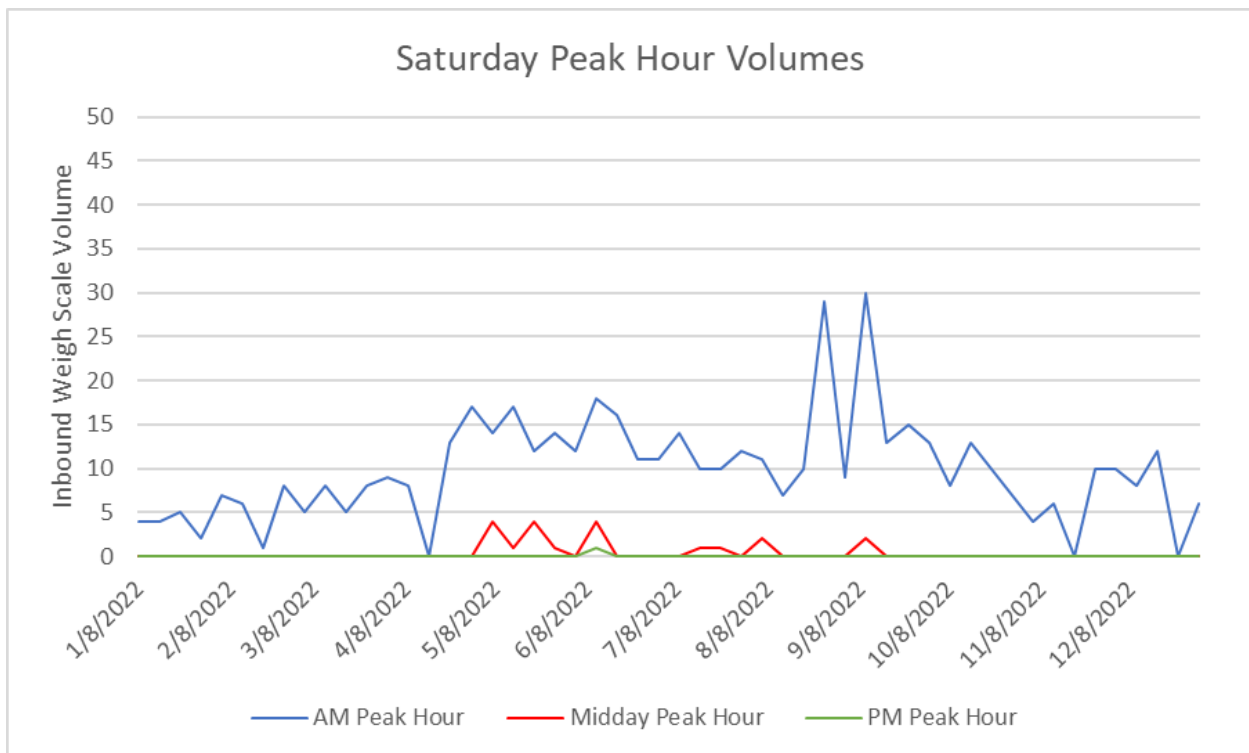


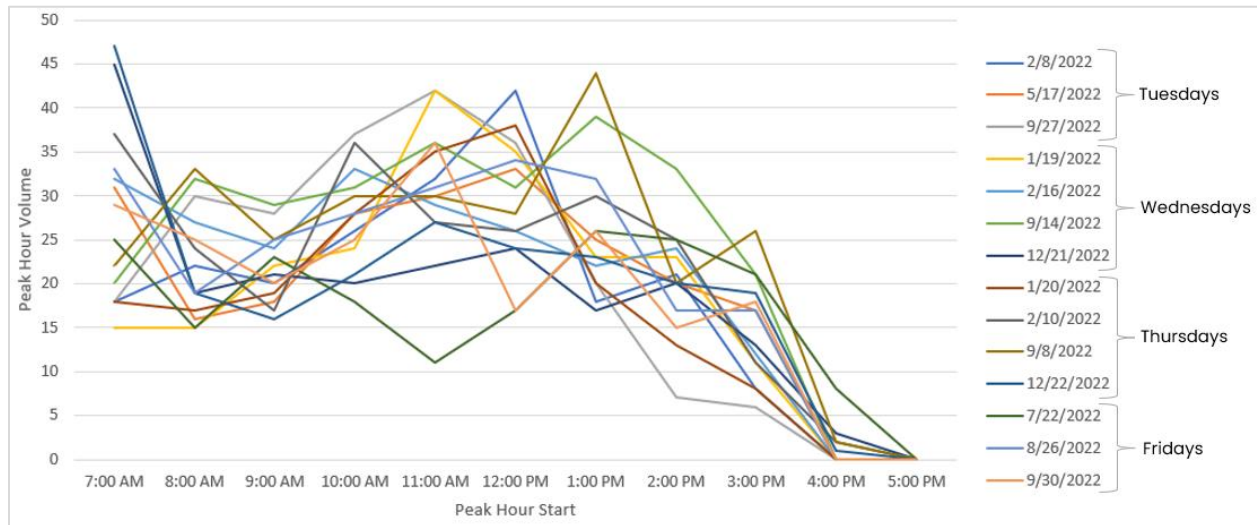
Figure 4-2. Yearly Demand Profiles, by Day (2022 Weigh Scale Dataset) continued



4.2.2 Hourly Demand Profile

Hourly demand profiles, which analyze the demand received throughout the day, were reviewed to understand when the peak operating times are throughout a standard operating day. The demand profiles were developed for a sample of select high volume days which experienced peak demand throughout the year, and this was done for all years for which data was provided. The hourly demand profile for select days from the 2022 operating year are presented in **Figure 4-3**.

Figure 4-3. Hourly Weigh Scale Volume Time-of-Day Profile for Select Days in 2022



The hourly demand shows that there is a general trend for weekdays. Saturdays were excluded since operations typically cease by 11:00am (Saturdays are not shown in the graph above) although permitted to continue until 7:00pm. While there are some isolated days which do not follow the standard daily trends, most days experience a peak in activity in the morning when trucks are queued up in advance of the inbound weigh scale and waiting for the TCEC to open. Then the demand drops throughout the morning before beginning to rise again until the midday period when the peak activity is reached again generally during midday peak period from 11:00am to 1:00pm. The weekday AM activity appears to be approximately comparable to the midday activity. After the midday period, activity tapers off until the TCEC closes at 4:00pm (under typical weekday operations), although it is officially permitted to operate until 7:00pm.

This confirms that the critical analysis periods are the weekday AM and midday time periods for site traffic, and the weekday PM peak period for the overlap of TCEC activity with adjacent roadway background traffic with TCEC traffic contributing less to the overall traffic volumes.

Truck arrivals to the TCEC have been scheduled to better distribute demand throughout the day which lessens the peak in demands, and reduces queuing impacts to ensure that queues remain on-site and do not spillback to Nauvoo Road. This

scheduling is inherently captured in the weigh scale data shown above and is also reflected in the data collection and operational analysis.

4.3 Traffic Operations

Intersection operations were assessed for the study area intersections using the software program Synchro Traffic Signal Coordination Software Version 11, which employs methodology from the Highway Capacity Manual (HCM 2000) published by the Transportation Research Board National Research Council. Synchro can analyze both signalized and unsignalized intersections in a road corridor or network, taking into account the spacing, interaction, queues, and operations between intersections.

- The intersection analysis considers three separate measures of performance:
- The capacity of all intersection movements, represented by the volume to capacity (v/c) ratio;
- The level of service (LOS) for all intersection turning movements as well as for the overall intersection. The overall intersection LOS is based on the average control delay per vehicle (weighted) for the various movements through the intersection; and
- The forecasted queue lengths (50th and 95th percentile queue lengths).

LOS is an indicator of how long a vehicle must wait to complete a movement and is represented by a letter between 'A' and 'F', with 'F' being the longest delay. The volume to capacity (v/c) ratio is a measure of the degree of capacity utilized at an intersection. HCM definitions are summarized in **Table 4-2**.

Table 4-2. HCM Level of Service Definitions

Level of Service (LOS)	Signalized Control Delay per Vehicle (s)	Unsignalized Control Delay per Vehicle (s)	Description
A	≤ 10	≤ 10	Ideal
B	> 10 and ≤ 20	> 10 and ≤ 15	Acceptable
C	> 20 and ≤ 35	> 15 and ≤ 25	Acceptable
D	> 35 and ≤ 55	> 25 and ≤ 35	Somewhat undesirable
E	> 55 and ≤ 80	> 35 and ≤ 50	Undesirable
F	> 80	> 50	Poor

In this study, critical operations have been defined as:

- Shared traffic movements with v/c ratios exceeding 0.85;
- Exclusive turning movements with v/c ratios exceeding 1.00;
- Exclusive turning movements where queues exceed available storage or shared movements where queue spillback impacts upstream intersections; and

- Exclusive turn lanes that are inaccessible due to the adjacent queues.

4.3.1 Existing Road Network

The existing road network surrounding the TCEC which was included in the traffic analysis is presented in **Figure 2-2** and the lane configurations and mode of control are further detailed in **Figure 4-4**. Study area intersections include the intersections along the primary haul route which is predominantly to the north and captures the Highway 402 interchanges with Nauvoo Road, and also extended south to the intersection of Nauvoo Road with Confederation Line.

The study area road network is described in **Table 4-3**.

Table 4-3. Study Area Roadways Descriptions

Road	Description
Highway 402	Highway 402 is a King's Highway under the jurisdiction of the Ontario Ministry of Transportation. The majority of TCEC traffic that is not originating from the immediate area uses Highway 402 and travels to/from the east. In the vicinity of TCEC, Highway 402 is a divided highway with 2 lanes per direction. The interchange with Nauvoo Road includes free-flow on-ramps with the exception of the southbound approach merging on to Highway 402 westbound presumably because it is the lowest volume movement. The off-ramp intersections are under stop control at Nauvoo Road.
Nauvoo Road north of Confederation Line	<p>Nauvoo Road is a north-south county road (County Road 79) under the jurisdiction of the County of Lambton. It has a 2-lane rural cross section with paved shoulders in the vicinity of the TCEC. The shoulders transition to gravel or partial gravel on approach to the Village of Watford and are paved north of the TCEC. The speed limit is 70 km/h to the north of Confederation Line, and it increases to 80 km/h north of Jariott Street. The 80 km/h speed limit continues to the north along the frontage of the TCEC and north of Highway 402.</p> <p>The County of Lambton identifies an on-road trail along Nauvoo Road throughout the length of the study area. This cycling route does not have dedicated infrastructure, lanes, or protection for cyclists and is unlikely to be perceived as a cycling route to most cyclists and motorists. Outside of the urbanized area of the Town of Watford, the environment is far less conducive to cycling and is unlikely to give riders a sense of safety. Cycling activity is minimal, and discussed in Section 4.4.11. Although the traffic data was captured in November, it is expected that cycling activity is also quite low all times of the year, outside of the urban area of the Town.</p>
Nauvoo Road south of Confederation Line	<p>South of Confederation Line the cross section of Nauvoo Road is urbanized, and sidewalks are provided on both sides of the roadway, separated from traffic by a small grass or paved boulevard. The speed limit is 50 km/h through the Village of Watford and the speed limit is reduced to 40 km/h in the vicinity of Erie Street and towards the south end of the town.</p> <p>On-street parallel parking is permitted on Nauvoo Road through the urbanized section of Watford. Parallel parking permitted within Watford along the west side (southbound direction) of Nauvoo Road beginning south of King Street and continuing south to Front Street. On-street parallel parking is also permitted on the east side of Nauvoo Road beginning at Erie Street in the southern half of Watford, and continuing to Front Street. Parking is not permitted south of the railway crossing.</p> <p>Northbound and southbound turn lanes are provided sporadically throughout the urban area of Watford.</p> <p>Designated crossing locations across Nauvoo Road are provided at Victoria Street, Simcoe Street, and Ontario Street. Ontario Street is the only crossing location equipped with overhead signs and flashers; whereas, the crossing locations at Victoria Street and Simcoe</p>

Road	Description
	<p>Street are simply demarcated using pavement markings with warning signage indicating a school crossing. Simcoe Street and Victoria Street crossings are both designated school crossing locations. Pedestrian counts conducted in May 2025 (and provided in Appendix B) show that for a 7-hour period there were a total of 55, 35, and 12 pedestrians at Ontario Street, Simcoe Street, and Victoria Street pedestrian crossings, respectively.</p> <p>Signage in Watford includes the “Share the Road” warning sign depicting a vehicle beside a cyclist. There is the school crossing signage and warning signage approaching Simcoe Street and Victoria Street, and additional signage near the rail crossing at the south end of town warning of school buses stopping at the south end of Watford.</p> <p>At the south end of the Village of Watford where Nauvoo Road passes over the rail corridor, there is a bridge with a notably steep grade with restricted sightlines. The northbound approach on the south side of the railway overpass has signage indicating a hidden intersection, while the southbound approach on the north side of the overpass has signage indicating that school buses stop ahead.</p> <p>There is no signage within the urban area of the Town of Watford that directly relates to the TCEC or relating to truck activity. The existing signage warns drivers of pedestrian crossing locations including school crossings, and school bus stopping. At this time, there is no indication that additional signage is required. The review of historical collision history, and specifically truck-related collisions, is provided in Section 4.4.2 and is used to identify associated safety concerns which could result in recommendations for signage.</p>
Zion Line	<p>Zion Line is an east-west roadway with a 2-lane rural cross section with gravel and dirt shoulders. The speed limit is not posted. Zion Line is under the jurisdiction of the Township of Warwick and is a relatively low volume roadway carrying fewer than one (1) vehicle every minute during peak hours and sometimes as little as one (1) vehicle every 2 minutes.</p>
Confederation Line	<p>Confederation Line is an east-west roadway with a 2-lane rural cross section with gravel and dirt shoulders. The posted speed limit is 50 km/h. Confederation Line is under the jurisdiction of the Township of Warwick to the west of Nauvoo Road, and is under the jurisdiction of the County of Lambton to the east of Nauvoo Road (County Road 39). There is a pedestrian crossing located on Confederation Line approximately 450 m east of Nauvoo Road. The speed limit increases to 80 km/h approximately 680 m east of Nauvoo Road at the approximate location of a potential future driveway to the proposed RNG Facility.</p>
TCEC Site Entrance	<p>The TCEC site entrance along Nauvoo Road is located 315 m south of Zion Line. There is a dedicated southbound left-turn lane with approximately 125 m of storage and an additional 115 m of taper. There is also a northbound right-turn lane with approximately 65 m of storage and 70 m of taper. These turn lanes provide opportunities for trucks to slow down without impeding the flow of other vehicles on Nauvoo Road and also provide queue storage. Under high activity conditions when the TCEC experiences a large number of inbound trucks and the inbound weigh scale queue spills back to Nauvoo Road these turn lanes allow for additional queueing space without impeding safety or operations on Nauvoo Road.</p>

The 50th and 85th percentile speeds along the study area are summarized in **Table 4-4**.

Table 4-4. Bidirectional 50th and 85th Percentile Speeds

ATR Station # and Description	2015	2016	2017	2018	2019	2025
50th Percentile Speeds (km/h)						
143901: Confederation Line East of Watford	78.9	-	70.4	84.7	-	-
147908: Nauvoo between St. Clair and Victoria	54.9	-	55.0	50.5	-	-
147909: Nauvoo Rd North of Highway 402	78.8	88.9	-	84.9	-	-
147910: Nauvoo Rd South of Highway 402	73.8	-	92.0	95.9	89.4	-
HDR25101: Nauvoo Road South of Ontario Street	-	-	-	-	-	39.7
85th Percentile Speeds (km/h)						
133901: Confederation Line East of Watford	90.3	-	84.0	96	-	-
147908: Nauvoo Rd btwn St. Clair and Victoria	64.7	-	65.9	58.5	-	-
147909: Nauvoo Rd North of Highway 402	105.6	99.3	-	96.1	-	-
147910: Nauvoo Rd South of Highway 402	98.0	105.5	-	107.6	99.2	-
HDR25101: Nauvoo Road South of Ontario Street	-	-	-	-	-	48.3

The median operating speed on Nauvoo Road north and south of Highway 402 is generally up to 10km/h faster than the posted speed limit of 80 km/h. The median operating speed on Nauvoo Road between Victoria Street and St. Clair Street is approximately 55 km/h which is 5 km/h above posted speed limit. The median operating speed on Confederation Line east of Watford ranges from 70 km/h to 85 km/h which is consistent with the posted speed beginning approximately 700 metres east of Nauvoo Road.

The 85th percentile operating speed along the study area are generally 8 km/h to 15 km/h faster than posted speed limit within the residential areas and east of Watford, and the operating speeds appear to be consistent with the intended operating characteristics of the roadway.

In the vicinity of Highway 402, which is north of the Town of Watford and also north of the TCEC, the 85th percentile operating speed was observed to be as high as 28 km/h above the posted speed limit. The higher operating speed could be due to the more rural nature of this roadway segment as it is the furthest from the urbanized area of the Town of Watford.

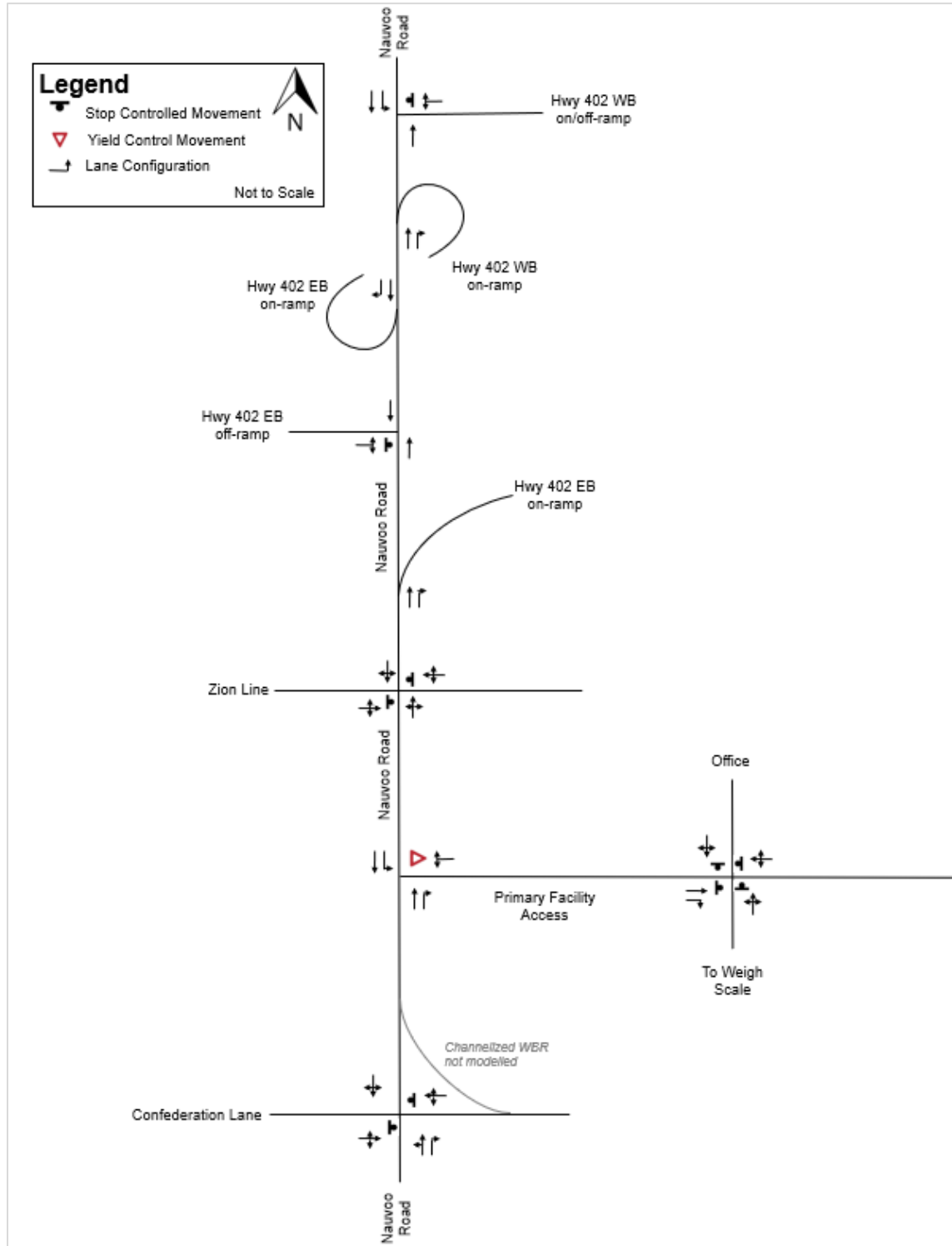
Operating speeds remained relatively consistent across the years based on the available data.

Operating speeds along Nauvoo Road in the Town of Watford (south of Ontario Street) are 40 km/h and 48 km/h for the 50th and 85th percentile, respectively, which is consistent with the posted speed limit of 50 km/h and indicates that operating speeds are less than the posted speed limit. Considering Ontario Street has a dedicated pedestrian crossover and would have some of the highest crossing volumes within the

downtown area of Watford, this demonstrates that there are no concerns with operating speeds and safety near the Ontario Street pedestrian crossover.

Automatic Traffic Recorder data is provided in **Appendix B**.

Figure 4-4. Existing Road Network



The study area intersections are under stop control with Nauvoo Road operating free-flow in the north-south direction and with the intersecting roadways under east-west stop control. There is limited provision of exclusive turn lanes. There is an exclusive northbound right-turn lane and a large channelized westbound right-turn lane provided at Nauvoo Road and Confederation Line. The TCEC site entrance also has dedicated northbound right-turn and southbound left-turn lanes.

The primary driveway along Nauvoo Road is not signed and therefore operates as yield control for traffic leaving the TCEC driveway. As a result, vehicles do not have to stop prior to merging on to Nauvoo Road assuming there is a sufficient gap in traffic along Nauvoo Road. For the purposes of the traffic analysis, this approach has been modeled as westbound stop control. However, there is no difference between the operations of the driveway regardless of if the westbound (minor) driveway leg is modeled as yield control compared to stop control.

The County of Lambton and Township of Warwick are currently working on an intersection design for reconstruction currently planned in 2024 for the intersection of Nauvoo Road and Confederation Line. The reconstruction will remove the channelized westbound right-turn lane and will provide dedicated left-turn lanes on all approaches. The intersection will be designed to accommodate future signalization but will be under east-west stop-control in the short-term to medium-term. The traffic analysis and intersection geometry were detailed in an Intersection Improvement Study dated June 2020 prepared by RC Spencer Associates Inc. For the purposes of the traffic analysis in the following sections, the intersection was analyzed without a channelized westbound right-turn lane since Synchro cannot provide measures of effectiveness for uncontrolled (free) movements.

4.3.2 Traffic Volumes

Existing traffic volumes for study area intersections were captured on November 22, 2022. The traffic counts captured the standard peak periods including the weekday AM peak period (7:00am to 9:00am), the weekday midday peak period (11:00am to 2:00pm), and the weekday PM peak period (4:00pm to 6:00pm). The traffic counts are provided in **Appendix B**.

The November counts are considered to be representative of typical conditions for background traffic (i.e., all traffic except for site traffic) since that time period is before the winter season, is not impacted by holidays, and overlaps with school activity. As a general observation, cyclist and pedestrian activity is expected to be higher during summer months, while overall traffic volumes can be lower; therefore, analysis of summer conditions is not recommended for traffic analysis purposes. Traffic data collected between April and June may show higher cyclist volumes but this would have negligible impact on any of the traffic analysis or conclusions since intersection operations are primarily a function of vehicular volumes (assuming no dedicated bicycle signals).

In addition to the external intersection traffic volumes, weigh scale data was provided for the TCEC including the same day as the traffic counts. The weigh scale information was used to validate the turning movement counts by comparing the inbound and outbound volumes to the weigh scale with the understanding that not all vehicles entering the TCEC will cross the weigh scale and only the large waste trucks are expected to scale in. The summarized weigh scale data for the same day as the site visit is provided in **Table 4-5** and the weigh scale data is compared to the turning movement count data for each analysis time period and for each peak hour.

Table 4-5. Scaled Site Driveway Volumes

Day of the Week	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Average	Maximum	Average	Maximum	Average	Maximum
Weekday Summary (from Weigh Scale Data)	23	47	29	44	8	26
TCEC Entrance Volume (from count dated 11/22/2022)	IN	OUT	IN	OUT	IN	OUT
	14	23	23	27	0	4
TCEC Entrance Volumes used in Analysis	IN	OUT	IN	OUT	IN	OUT
	47	77	44	52	26	30

The TCEC traffic volumes were separated into two streams: scaled (truck) traffic; and non-scaled traffic. The scaled traffic volumes were factored up to match the volumes shown in the bottom row of **Table 4-5** which represents a peak operating day (highest truck traffic) for the TCEC. Non-scaled traffic was then determined based on the difference between the weigh scale volumes and the turning movement count TCEC entrance volumes using the weigh scale data that matched the traffic count data to ensure consistency.

Traffic volumes are presented in the following figures:

- Existing Traffic Volumes (November 2022) – **Figure 4-5**.
- Existing Site Traffic – Cars and Trucks (November 2022) – **Figure 4-6**.
- Existing Site Traffic – Cars (November 2022) – **Figure 4-7**.
- Existing Site Traffic – Trucks (November 2022) – **Figure 4-8**.
- Existing Site Traffic – Trucks (Adjusted to Peak Conditions) – **Figure 4-9**.
- Existing Traffic Volumes (Adjusted to Peak Conditions) – **Figure 4-10**.

The existing traffic volumes were adjusted by removing the site traffic shown in **Figure 4-6** from the total observed existing traffic shown in **Figure 4-5**, then the site traffic component was split into two streams: scaled (truck) and non-scaled traffic. The scaled (truck) traffic was then factored up to represent a high activity day, as shown in **Figure 4-9**, and this was added back on to the background traffic volumes along with the non-scaled site traffic component. The result of this is a set of existing traffic volumes adjusted for peak activity, as shown in **Figure 4-10**.

Figure 4-5. Existing Traffic Volumes (November 2022)

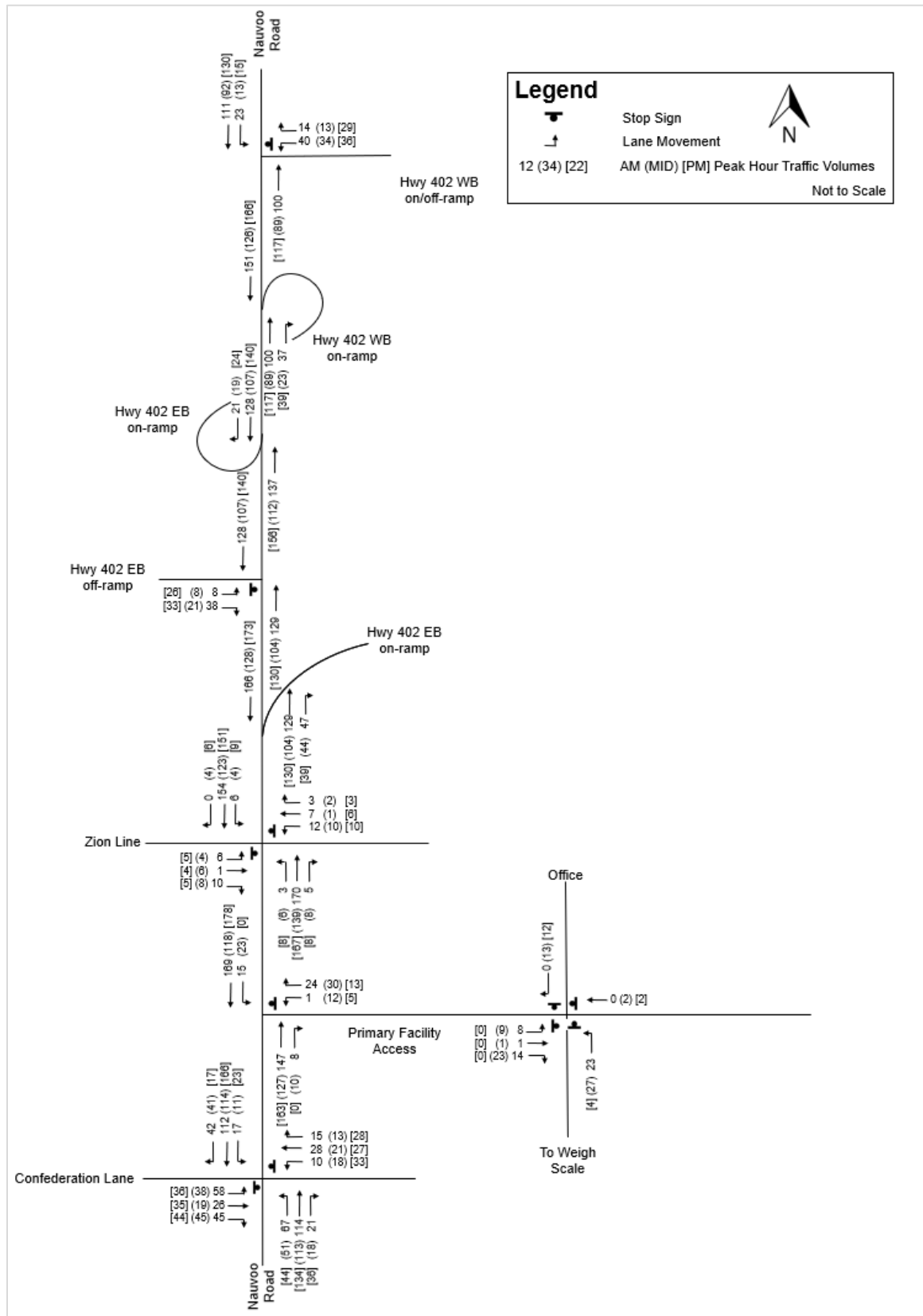


Figure 4-6. Existing Site Traffic – Cars and Trucks (November 2022)

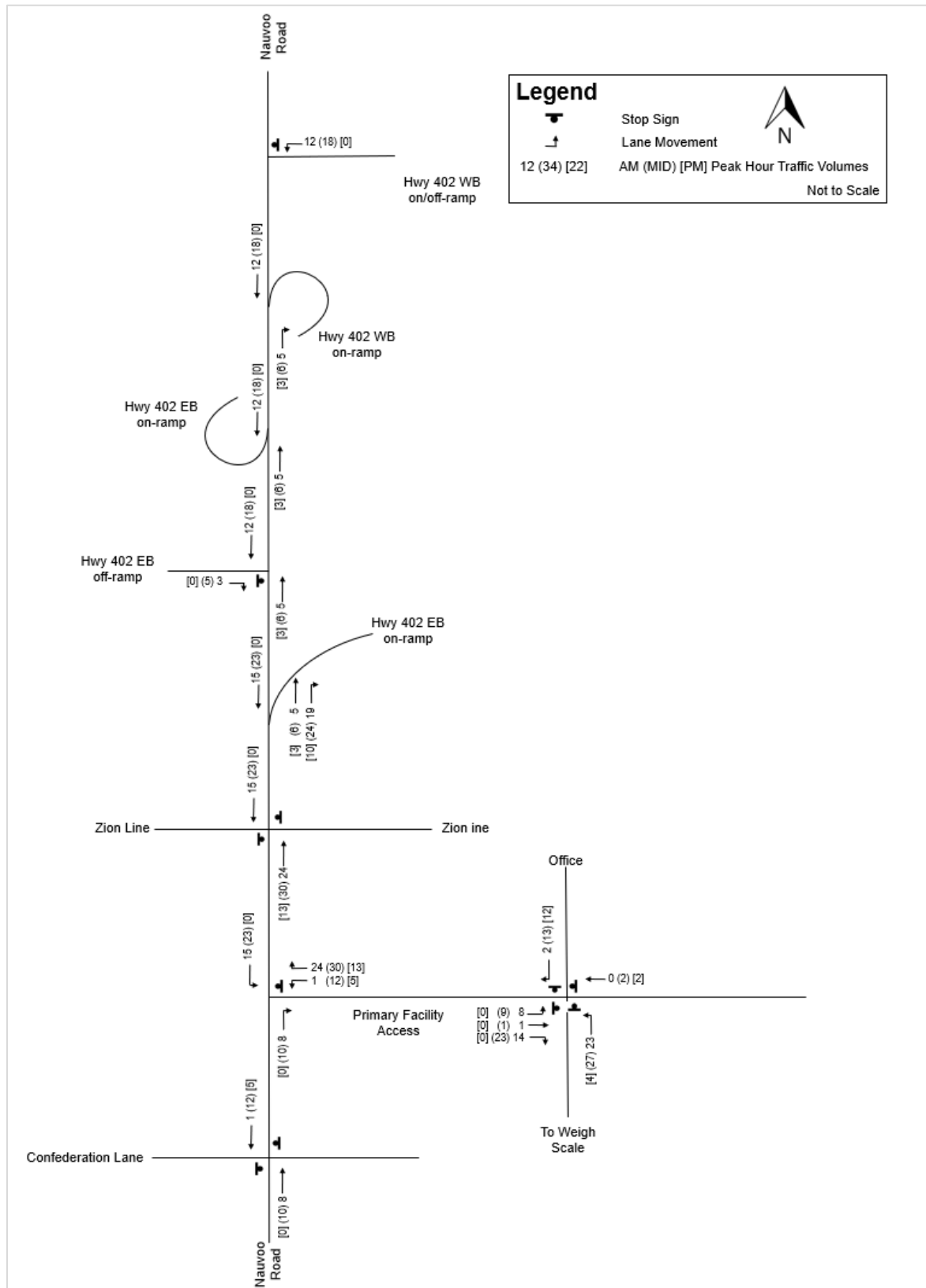


Figure 4-7. Existing Site Traffic – Cars (November 2022)

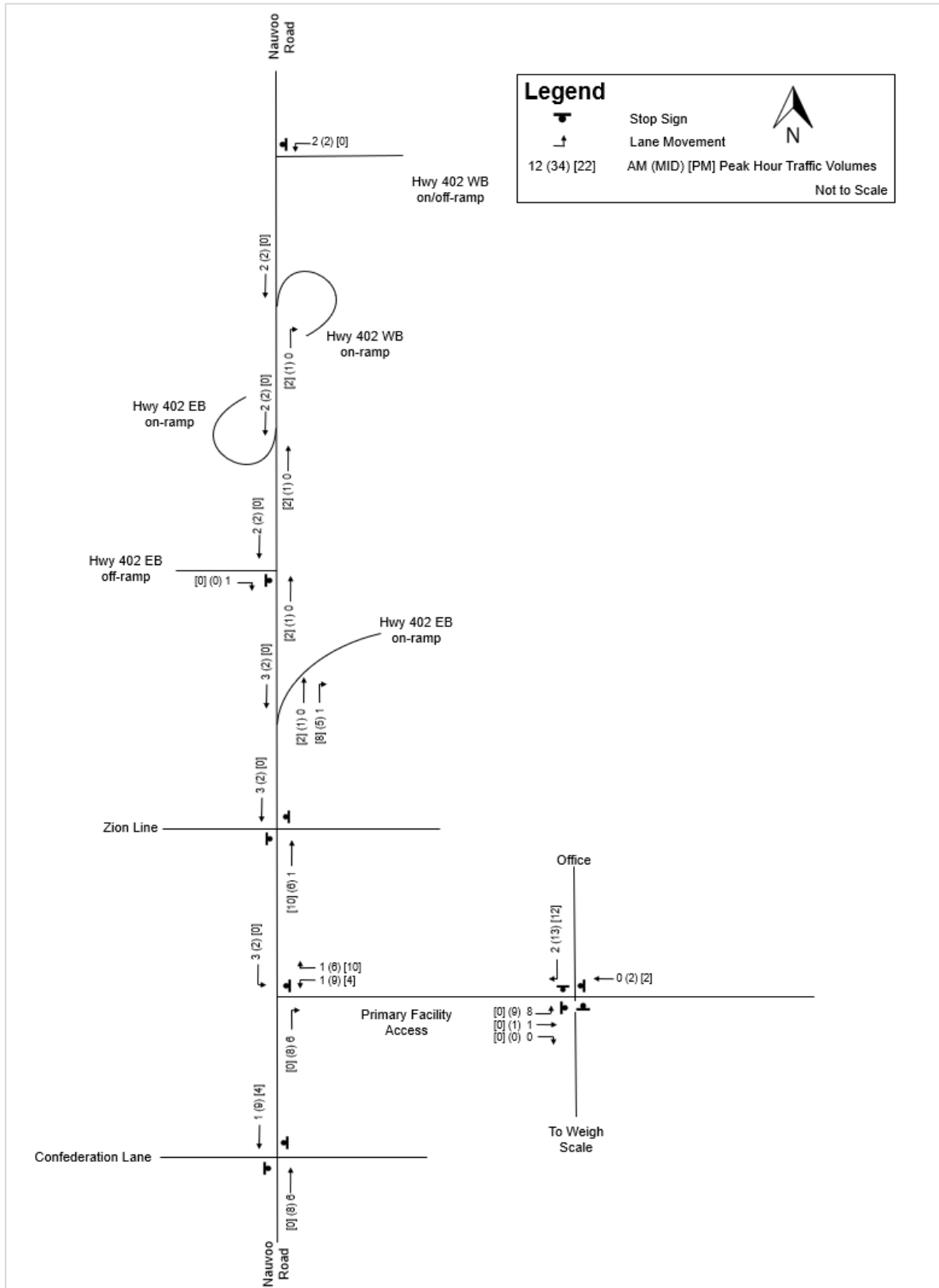


Figure 4-8. Existing Site Traffic – Trucks (November 2022)

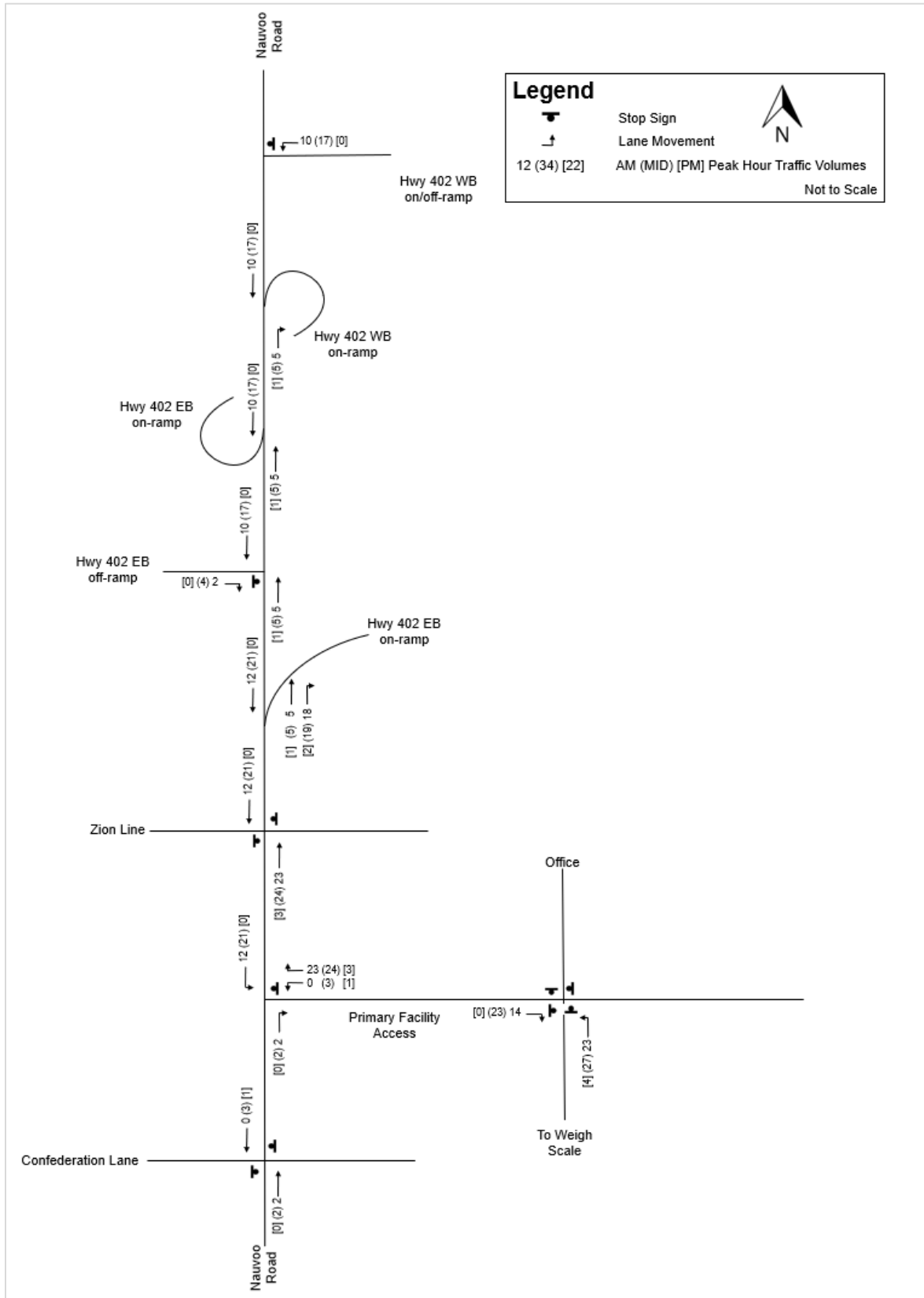


Figure 4-9. Existing Site Traffic – Trucks (Adjusted to Peak Conditions)

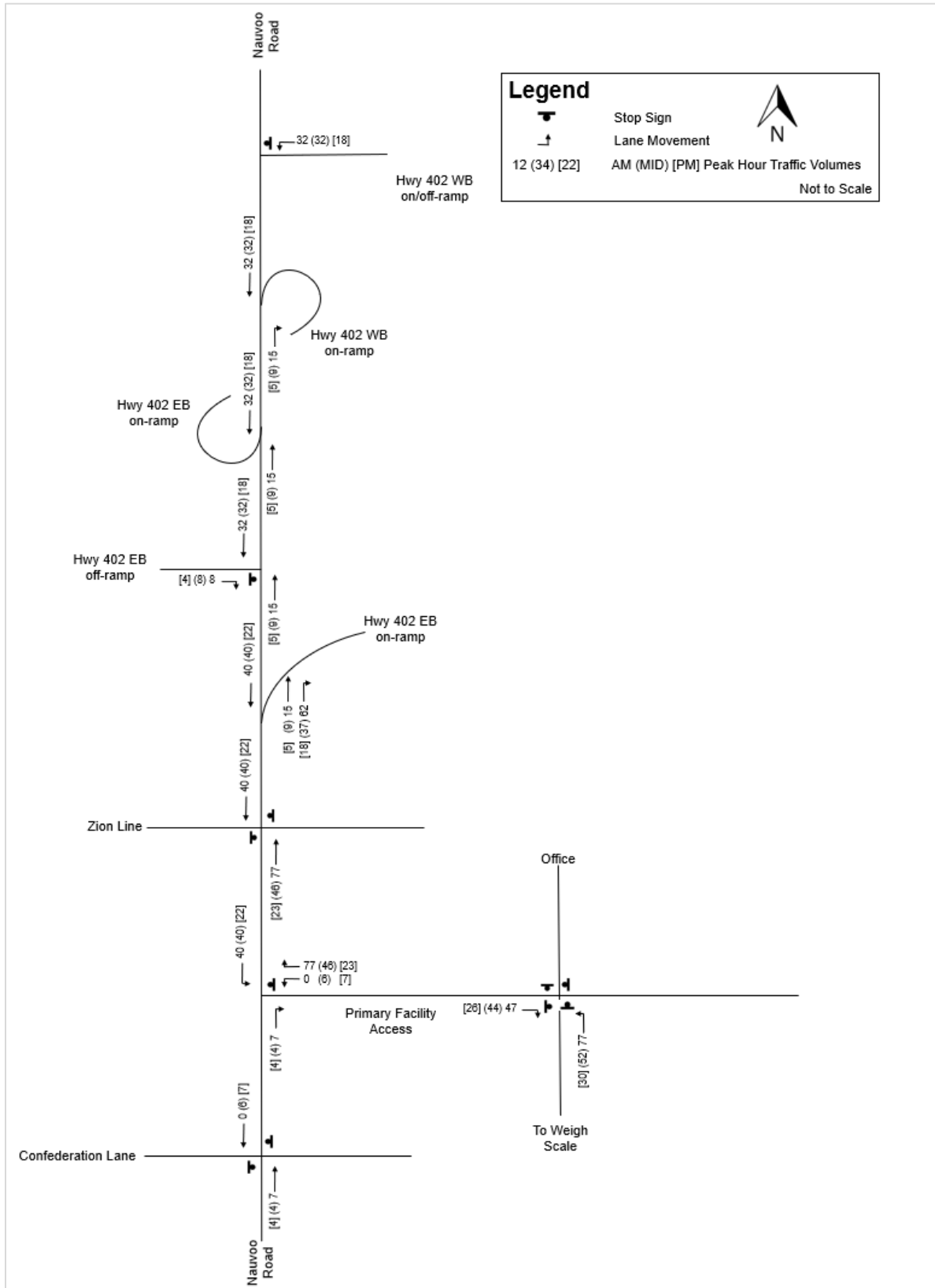
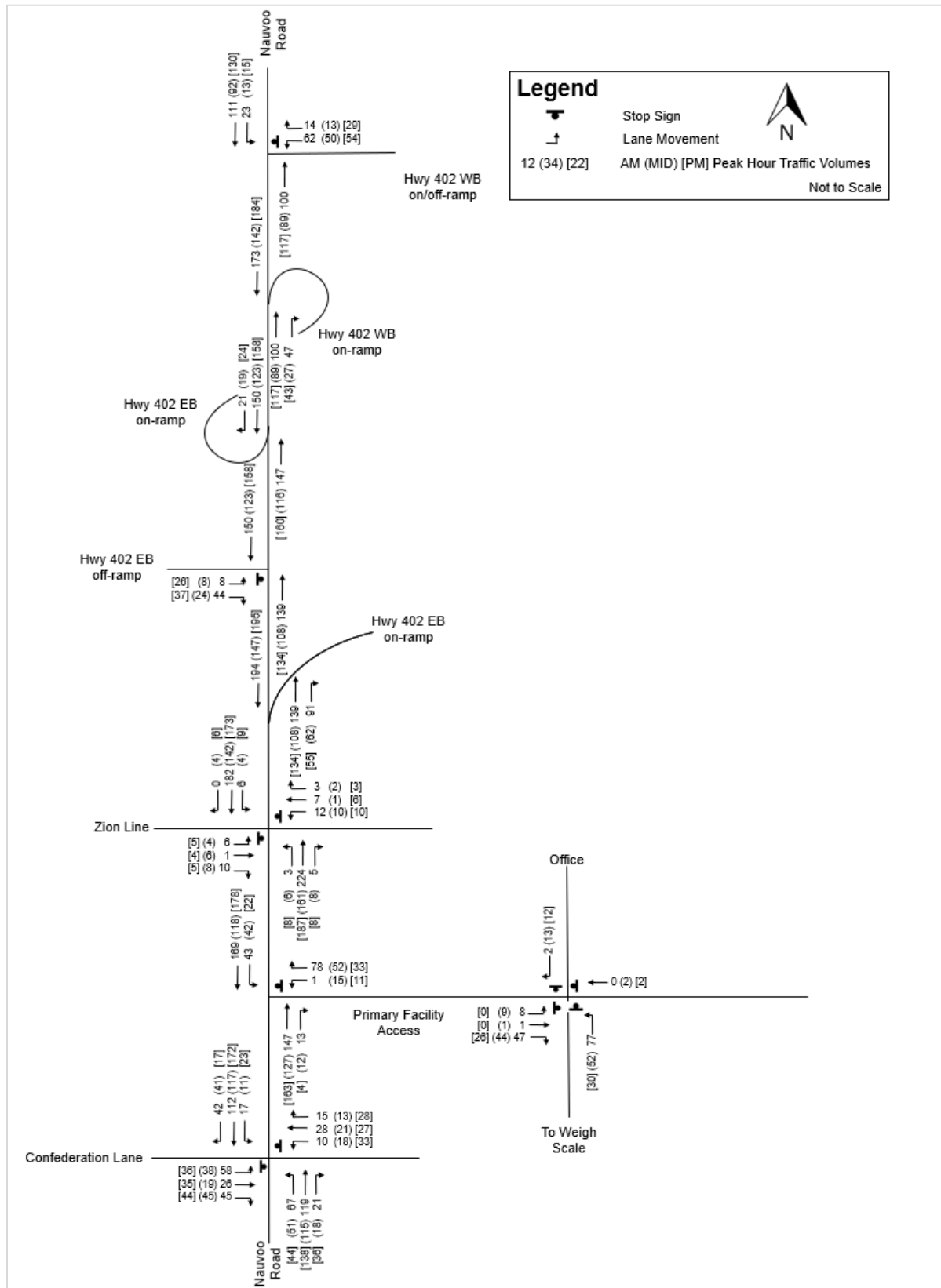


Figure 4-10. Existing Traffic Volumes (Adjusted to Peak Conditions)



The traffic counts were used to identify the distribution of site truck traffic entering and leaving the TCEC. In this context, the distribution is the direction that the vehicles arrive from and leave towards along Nauvoo Road. The distribution of trucks is summarized in **Table 4-6**.

Table 4-6. Site Truck Traffic Distribution on Nauvoo Road

Direction	To/From North		To/From South	
Time Period	In	Out	In	Out
Weekday AM Period	≥ 86%	≥ 87%	≤ 14%	≤ 13%
Weekday Midday Period	≥ 90%	≥ 73%	≤ 10%	≤ 27%
Weekday PM Period	TCEC closed	≥ 75% ¹	TCEC closed	≤ 25% ¹
Average (All Day)	94%	85%	6%	15%

Notes:

¹ The TCEC does not have any inbound truck traffic during the weekday PM peak hour of adjacent street traffic from 4:00pm to 6:00pm. Existing truck traffic volumes during the same time period are quite low and result in more variation in the distribution. The values shown represent four or more trucks leaving.

Based on the data that was captured, the majority of trucks are entering and leaving to the north along Nauvoo Road during the study time periods from 7:00am to 9:00am, 11:00am to 2:00pm, and from 4:00pm to 6:00pm. The average hourly distribution of vehicles entering from and exiting to the north is 94% and 85%, respectively. The majority of traffic entering and exiting to the north is likely destined to Highway 402 where the trucks may travel longer distances.

A portion of this traffic that travels to/from the north may continue along Nauvoo Road to the north of Highway 402. If it is assumed that the same proportion of traffic that travels south and is local also travels north but remains local, then the resulting traffic to/from Highway 402 would still remain in the range of 70% to 88%.

4.3.2.1 Volume Comparison (2025 versus 2022)

A comparison of TMCs from November 2022 and May 2025 was conducted to draw conclusions on seasonal variability in traffic characteristics or background traffic growth. The comparison examined total intersection volumes, TCEC site driveway volume, as well as pedestrian and cyclist volumes within the study area.

Table 4-7 summarizes the comparison of total intersection volumes between May 2025 and November 2022 TMCs. The detailed turning movement counts are provided in **Appendix B**.

Table 4-7. Change in Total Intersection Peak Hour Volume (2025 vs 2022)

Intersection and Movement	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour	
	Abs.	%	Abs.	%	Abs.	%
Nauvoo Rd at Hwy 402 WB on/off-ramp*	59	20.5%	82	34.0%	38	11.6%
Nauvoo Rd at Hwy 402 WB on-ramp*	51	17.7%	71	29.8%	36	11.2%
Nauvoo Rd at Hwy 402 EB on-ramp (from North)*	10	3.5%	46	19.3%	-29	-9.1%
Nauvoo Rd at Hwy 402 EB off-ramp	45	14.9%	74	30.8%	31	9.4%
Nauvoo Rd at Hwy 402 EB on-ramp (from south)*	37	10.8%	71	25.7%	34	9.9%
Nauvoo Rd at Zion Line	49	13.0%	83	26.3%	43	11.3%
Nauvoo Rd at Primary Facility Access	43	11.8%	73	22.8%	59	16.4%
Nauvoo Rd at Confederation Line	8	1.4%	64	12.7%	-1	-0.2%

* vehicles entering on-ramps were not counted in May 2025 TMCs. Thus total volumes from 2022 TMCs excluded entering on-ramp volumes for comparison.

Total intersection volumes for the study intersections increased by approximately 10% during the AM and PM peak hours, and by approximately 25% during the Midday peak hour.

The largest increase occurred during the Midday peak hour and this increase was 34% at Nauvoo Rd at Highway 402 WB Off-ramp. During the PM peak hour some locations experienced a reduction in volumes, with the most notable decrease being a 9.1% drop in overall intersection volume at the Hwy 402 EB On-ramp.

The Primary facility site access saw an increase in volumes in May 2025 during the AM/PM/MID peak hours, ranging from 11.8% to 22.8% which was only partially due to a minor increase in site traffic and mostly driven by background traffic, as summarized below.

Table 4-8 summarizes the inbound and outbound peak hour traffic volumes at the Primary Facility Access for the November 2022 and May 2025 TMCs.

Table 4-8. 2025 vs 2022 – Nauvoo Road at Primary Facility Access Peak Hour Inbound/Outbound Volumes

	Weekday AM Peak Hour	Weekday Midday Peak Hour	Weekday PM Peak Hour
Total Inbound	9	9	4
Total Outbound	1	4	3

The Midday peak hour site traffic increased by 13 two-way trips when comparing May 2025 and November 2022 TMCs, while the weekday AM and PM site traffic increased by 10 trips and 7 trips, respectively. This increase is not significant and is considered to be within typical daily fluctuations.

Furthermore, for the future conditions analysis captured within the Effects Assessment, site traffic is scaled up to a peak day using the 2022 weigh scale data and this peak site traffic was utilized for the purposes of analyzing site impacts. As a result, these minor fluctuations in site traffic volumes shown in **Table 4-8** are already captured in the future conditions analysis.

Despite the overall increase in vehicular volumes, pedestrian and cyclist volumes decreased or remain unchanged, as summarized in **Table 4-9** and **Table 4-10**.

Table 4-9. 2025 vs 2022 Total 7-hour Pedestrian Volumes

Location	2022	2025
Nauvoo Rd at Hwy 402 EB on/off-ramp	0	0
Nauvoo Rd at Hwy 402 WB on/off-ramp	0	0
Nauvoo Rd at Zion Line	0	0
Nauvoo Rd at Primary Facility Access	0	0
Nauvoo Rd at Confederation Line	22	9

Table 4-10. 2025 vs 2022 Total 7-hour Cyclist Volumes

Location	2022	2025
Nauvoo Rd at Hwy 402 EB on/off-ramp	0	0
Nauvoo Rd at Hwy 402 WB on/off-ramp	0	0
Nauvoo Rd at Zion Line	1	0
Nauvoo Rd at Primary Facility Access	0	0
Nauvoo Rd at Confederation Line	2	0
Nauvoo Rd at Victoria St	0	0
Nauvoo Rd at Simcoe St (south leg)	0	0
Nauvoo Rd at Ontario St (south leg)	0	0

n/a – cyclists were not captured

4.3.2.2 Pedestrian Volumes and ATR within Watford

Additional pedestrian counts were conducted in May 2025 at three locations on Nauvoo Road: Victoria Street, Simcoe Street, and Ontario Street. In addition, an ATR count was done at Nauvoo Road and Ontario Street. Pedestrian volumes and ATR volumes in Watford are summarized in **Table 4-11**.

Table 4-11. Pedestrian Volumes and ATR Volume

ATR Station and Description	AM Peak Hour	Midday Peak Hour	PM Peak Hour	7-hour
Pedestrian Volumes at Pedestrian Crossovers (PXOs) in Watford				
Nauvoo Road at Victoria Street	3	8	0	11
Nauvoo Road at Simcoe Street	15	9	1	35
Nauvoo Road at Ontario Street	6	16	13	55
ATR Bidirectional Vehicular Volume				
Nauvoo Road at Ontario Street	291	335	391	-

The maximum peak hour pedestrian volume was 16 pedestrians observed at Nauvoo Road and Ontario Road during the midday peak hour. During this peak hour, there was approximately 335 vehicles travelling on Nauvoo Road in both directions. The highest hourly vehicular volume was 391 vehicles during the PM peak hour. During this time, 13 pedestrians crossed Nauvoo Road at Ontario Street.

The Ontario Traffic Manual Book 15 (Pedestrian Crossing Treatments) has a minimum threshold of 100 pedestrians over eight hours or 65 pedestrians over four hours to warrant a pedestrian crossover. None of the three crossings meet the minimum pedestrian volume requirement. Additionally, vehicular volume thresholds of 750 vehicles over eight hours or 395 vehicles over four hours are also required. The vehicle volume four-hour threshold has been nearly met in a single hour and is met with all three peak hours considered.

The pedestrian crossovers are not quantitatively warranted as a result of the minimum pedestrian volumes not exceeding the minimum threshold, despite the vehicular volume meeting the minimum threshold. However, this does not preclude the presence of a crossing if there is a strong need for pedestrian connectivity and safety.

Currently, only the Ontario Street crossing appears to be designed to meet the Ontario Traffic Manual requirements for a pedestrian crossover, with Level 2 Type B crossings provided. This upgrade appears to have been completed relatively recently.

The other crossings at Simcoe Street and Victoria Street appear to be equivalent to Level 2 Type D crossings based on the pavement markings and signage provided but are outdated compared to the latest version of Book 15. The signage at these locations could be updated to match the latest version of Book 15 and the pavement markings could be refreshed to make them more visible. However, this recommendation is not caused by the TCEC and is only suggested based on a review of existing conditions.

4.3.3 2022 Existing Traffic Operations

Existing traffic operations for external study area intersections using the peak traffic volumes from **Section 4.3.2** are presented in **Table 4-12** based on HCM 2000 methodology which uses the operational definitions provided in **Table 4-2**. Detailed Synchro and SimTraffic reports are provided in **Appendix C**. Queue lengths are presented in **Table 4-13**.

Table 4-12. Existing 2022 Traffic Operations

Intersection and Movement	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour	
	LOS	v/c	LOS	v/c	LOS	v/c
<i>Nauvoo Road at Highway 402 Eastbound Off-Ramp</i>						
Eastbound Approach	A	0.07	A	0.04	B	0.09
Northbound Through	-	0.09	-	0.07	-	0.09
Southbound Through	-	0.09	-	0.08	-	0.10
<i>Nauvoo Road at Highway 402 Westbound Off-Ramp</i>						
Westbound Approach	B	0.12	B	0.11	B	0.13
Northbound Through	-	0.06	-	0.06	-	0.08
Southbound Left-turn	A	0.02	A	0.01	A	0.01
Southbound Through	-	0.07	-	0.06	-	0.09
<i>Nauvoo Road at Confederation Line</i>						
Eastbound Approach	B	0.26	B	0.19	C	0.28
Westbound Approach	B	0.11	B	0.11	C	0.22
Northbound Left-Through	A	0.05	A	0.04	A	0.04
Northbound Right-turn	-	0.01	-	0.01	-	0.02
Southbound Approach	A	0.01	A	0.01	A	0.02
<i>Nauvoo Road at Zion Line</i>						
Eastbound Approach	B	0.03	B	0.03	B	0.03
Westbound Approach	B	0.04	B	0.02	B	0.04
Northbound Approach	A	0.00	A	0.00	A	0.01
Southbound Approach	A	0.01	A	0.00	A	0.01
<i>Nauvoo Road at TCEC Entrance</i>						
Westbound Approach	B	0.12	B	0.11	B	0.06
Northbound Through	-	0.09	-	0.08	-	0.10
Northbound Right-turn	-	0.01	-	0.01	-	0.00
Southbound Left-turn	A	0.04	A	0.05	A	0.02
Southbound Through	-	0.11	-	0.08	-	0.11

Note: There are no critical movements under existing conditions. Critical movements include exclusive turning movements with v/c ratios exceeding 1.00 and shared movements with v/c exceeding 0.85, or movements with LOS 'E' or 'F'.

Critical movements include exclusive turning movements with v/c ratios exceeding 1.00 and shared movements (such as a through lane which also accommodates right-turns) with v/c exceeding 0.85, or movements with LOS 'E' or 'F'. All study intersections are operating acceptably, with LOS 'A' to 'C', and there are no critical movements (the highest v/c ratio is 0.28).

Table 4-13. Existing 2022 Queues

Intersection and Movement	Storage	95 th Percentile Queue (m)		
		Weekday AM Peak Hour	Weekday Midday	Weekday PM Peak Hour
<i>Nauvoo Road at Highway 402 Eastbound Off-Ramp</i>				
Eastbound Approach	-	< 5	< 5	< 5
Northbound Through	-	< 5	< 5	< 5
Southbound Through	-	< 5	< 5	< 5
<i>Nauvoo Road at Highway 402 Westbound Off-Ramp</i>				
Westbound Approach	-	< 5	< 5	< 5
Northbound Through	-	< 5	< 5	< 5
Southbound Left-turn	-	< 5	< 5	< 5
Southbound Through	-	< 5	< 5	< 5
<i>Nauvoo Road at Confederation Line</i>				
Eastbound Approach	-	8	6	9
Westbound Approach	-	< 5	< 5	7
Northbound Left-Through	-	< 5	< 5	< 5
Northbound Right-turn	30	< 5	< 5	< 5
Southbound Approach	-	< 5	< 5	< 5
<i>Nauvoo Road at Zion Line</i>				
Eastbound Approach	-	< 5	< 5	< 5
Westbound Approach	-	< 5	< 5	< 5
Northbound Approach	-	< 5	< 5	< 5
Southbound Approach	-	< 5	< 5	< 5
<i>Nauvoo Road at TCEC Entrance</i>				
Westbound Approach	100	< 5	< 5	< 5
Northbound Through	-	< 5	< 5	< 5
Northbound Right-turn	65	< 5	< 5	< 5
Southbound Left-turn	-	< 5	< 5	< 5
Southbound Through	-	< 5	< 5	< 5
<i>Inbound Weigh Scale</i>				
Weigh Scale Queue	280	258	383	122

Notes: Storage length is shown for exclusive turning lanes or is based on the upstream link length. Exact queue lengths are only shown when the queue length is greater than 5 metres or approximately one vehicle. Queues exceeding storage are highlighted in red.

There are no queuing issues with the exception of the inbound queue which may extend back to Nauvoo Road under peak operating conditions during the midday peak period, resulting in queues in the southbound left-turn lane along Nauvoo Road at the

TCEC entrance. Since the inbound queue is estimated to be 383 m, the queue is currently extending back to Nauvoo Road and into the southbound left-turn lane but is not utilizing the full storage within the southbound left-turn lane and is being managed within the existing available storage without impeding flow of vehicles along Nauvoo Road. Based on discussions with TCEC staff, this is an accurate portrayal of the operations and queuing during time of peak activity. In addition, this is why both scales are used for inbound traffic when required.

4.3.3.1 2025 Traffic Operations

The existing conditions analysis was repeated using 2025 traffic volumes for comparison with 2022 operations.

Table 4-14. Existing 2025 Traffic Operations

Intersection and Movement	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour	
	LOS	v/c	LOS	v/c	LOS	v/c
<i>Nauvoo Road at Highway 402 Eastbound Off-Ramp</i>						
Eastbound Approach	B	0.09	A	0.05	A	0.08
Northbound Through	-	0.08	-	0.08	-	0.11
Southbound Through	-	0.11	-	0.09	-	0.09
<i>Nauvoo Road at Highway 402 Westbound Off-Ramp</i>						
Westbound Approach	B	0.15	B	0.09	B	0.10
Northbound Through	-	0.08	-	0.08	-	0.09
Southbound Left-turn	A	0.02	A	0.01	A	0.01
Southbound Through	-	0.08	-	0.08	-	0.10
<i>Nauvoo Road at Confederation Line</i>						
Eastbound Approach	C	0.27	B	0.20	B	0.19
Westbound Approach	B	0.16	B	0.15	B	0.16
Northbound Left-Through	A	0.05	A	0.04	A	0.03
Northbound Right-turn	-	0.01	-	0.02	-	0.02
Southbound Approach	A	0.03	A	0.01	A	0.02
<i>Nauvoo Road at Zion Line</i>						
Eastbound Approach	B	0.03	B	0.03	B	0.02
Westbound Approach	B	0.04	B	0.04	B	0.07
Northbound Approach	A	0.00	A	0.00	A	0.01
Southbound Approach	A	0.01	A	0.00	A	0.00
<i>Nauvoo Road at TCEC Entrance</i>						
Westbound Approach	A	0.03	B	0.08	B	0.04
Northbound Through	-	0.03	-	0.10	-	0.14

Table 4-14. Existing 2025 Traffic Operations

Intersection and Movement	Weekday AM Peak Hour		Weekday Midday Peak Hour		Weekday PM Peak Hour	
	LOS	v/c	LOS	v/c	LOS	v/c
Northbound Right-turn	-	0.01	-	0.01	-	0.00
Southbound Left-turn	A	0.02	A	0.04	A	0.00
Southbound Through	-	0.06	-	0.10	-	0.13

Notes: There are no critical movements under existing conditions. Critical movements include exclusive turning movements with v/c ratios exceeding 1.00 and shared movements with v/c exceeding 0.85, or movements with LOS 'E' or 'F'.

There are no significant changes in existing traffic operations conditions based on the May 2025 traffic data compared with the November 2022 traffic data. In addition, traffic volume at the Primary Facility Access has not changed significantly.

As a result of the comparison of traffic volumes presented in **Section 4.3.2** and the comparison of operations shown above, the 2022 and 2025 traffic conditions are considered functionally the same despite some fluctuations which may be a result of seasonal variations, due to minor background growth from 2022 to 2025, or due to traffic rebounding from Covid-19. As a result, the 2022 base-analysis has been carried forward to the Effects Assessment.

4.4 Road Safety Assessment

A road safety assessment was performed for the study area roadways and intersections. The road safety assessment comprises a review of collision history provided by the County of Lambton as well as a review of sightlines and taper and storage requirements for the TCEC entrance.

4.4.1 Collision History Review

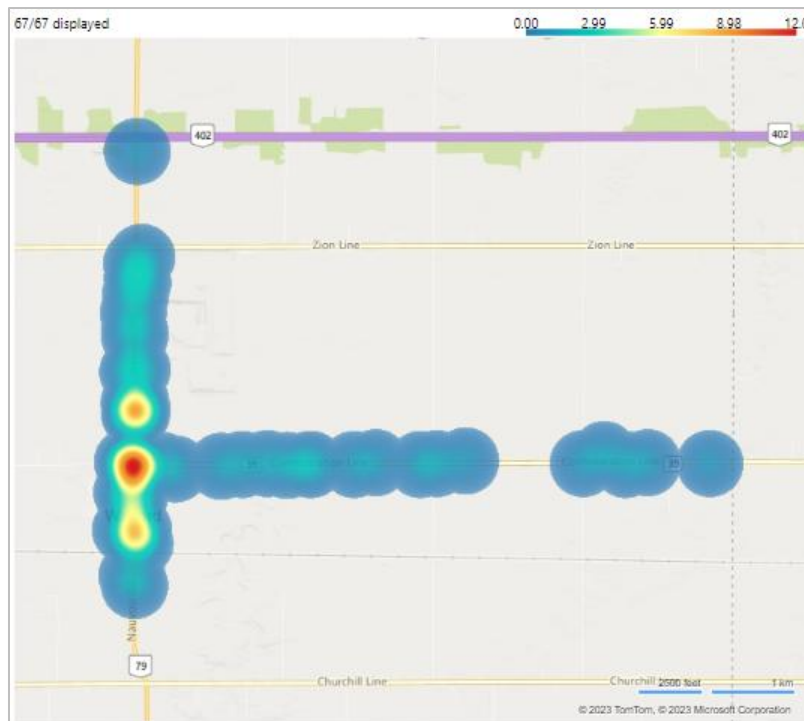
A collision analysis was conducted for the surrounding roads near the TCEC and Watford and with a focus on the haul routes and roadway segments with existing or future proposed accesses. The roads in consideration are Nauvoo Road from immediately south of Highway 402 to Bond Street (the southernmost street in Watford), and on Confederation Line from Nauvoo Road to Sexton Road. **Figure 4-11** illustrates the study limits for collision analysis. Collisions occurring between 2017 and 2022 within these limits were examined.

Figure 4-11. Collision Analysis Study Area



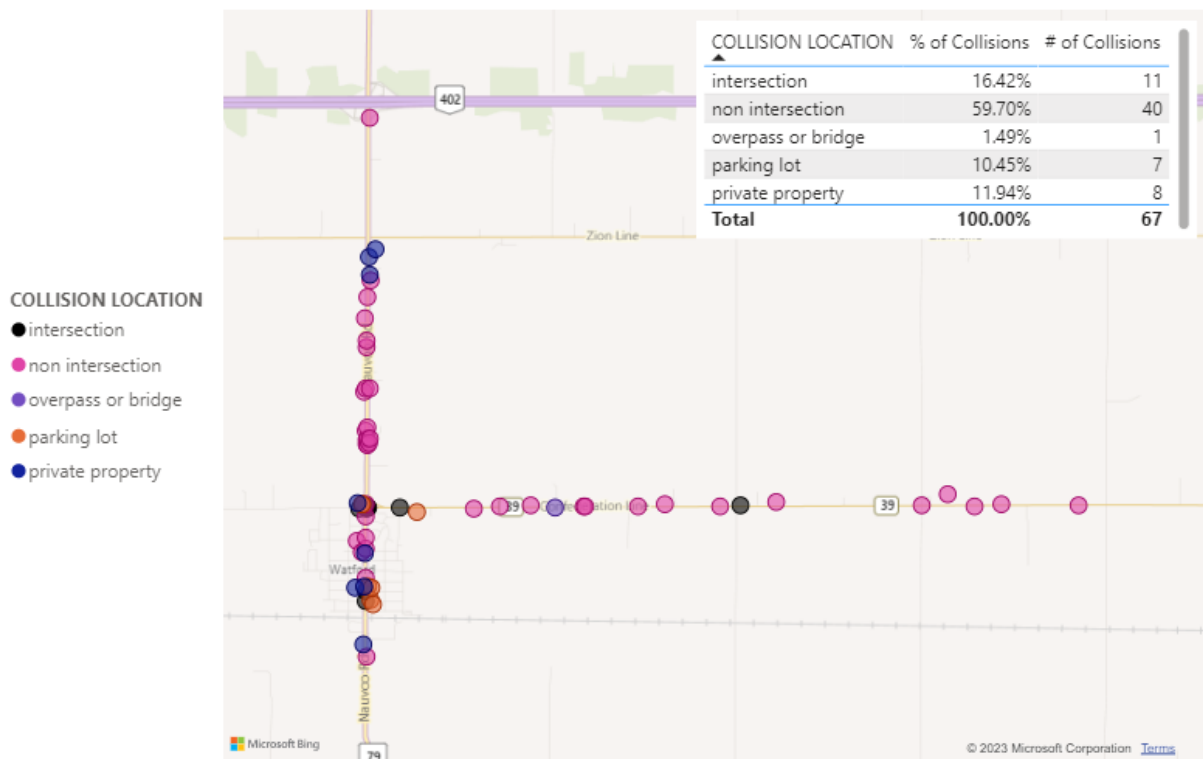
Sixty-seven (67) collisions were recorded between 2017 and 2022 within the study limits. A higher concentration of these collisions occurred in Watford along Nauvoo Road near Confederation Line. **Figure 4-12** shows the heatmap of collisions.

Figure 4-12. Heatmap of Collisions



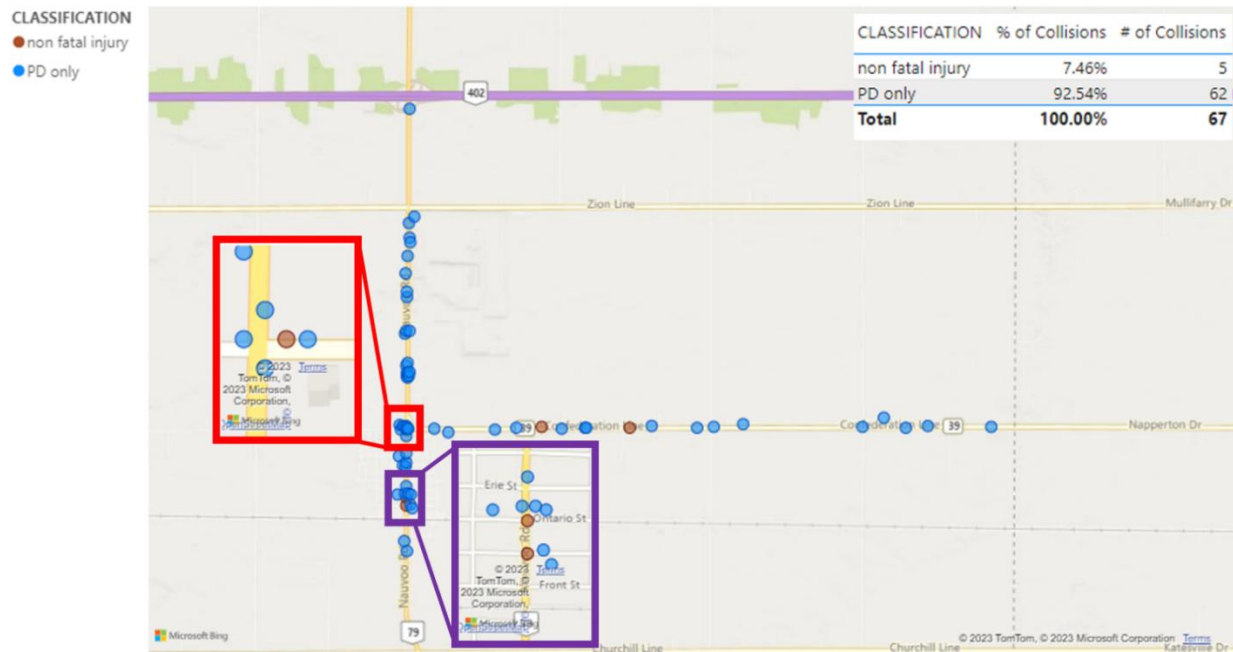
Although the highest concentration of collisions visually appears to occur around the intersection of Nauvoov Road and Confederation Line, the majority (60%) of collisions are non-intersection related. The breakdown of collision locations is summarized in **Figure 4-13**.

Figure 4-13. Breakdown of Collision Locations



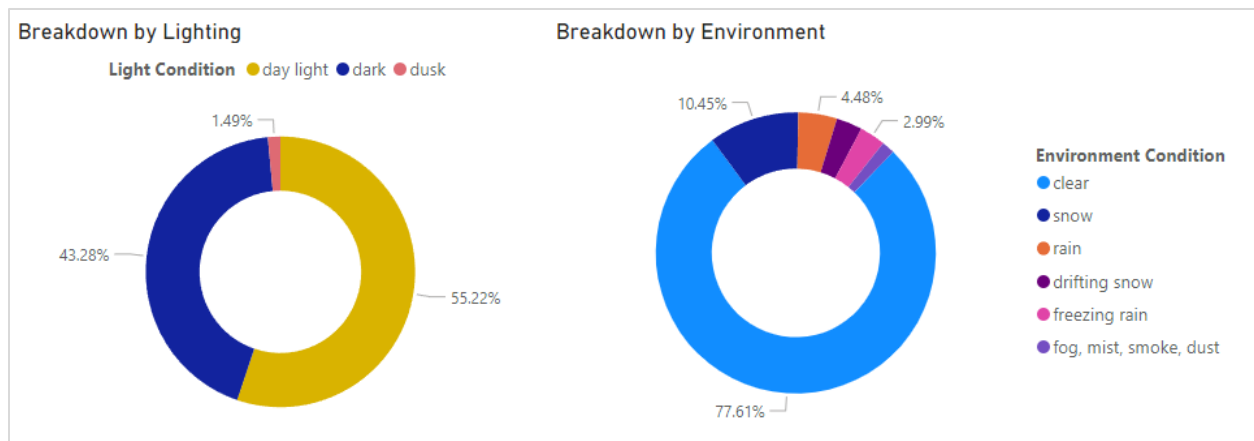
Almost all (93%) of collisions are classified as “property damage only” while the remaining collisions are “non-fatal injury”. The locations of “non-fatal injury” collisions are highlighted in **Figure 4-14**. Three of the five “non-fatal injury” collisions are in the Village of Watford. There does not appear to be any clear trend regarding the locations of the non-fatal injuries with the exception that they occurred near the Village of Watford where there would be a higher amount of activity including conflicting movements and pedestrians or cyclists.

Figure 4-14. Classifications of Collision



The breakdown of lighting and environment conditions are shown in **Figure 4-15**.

Figure 4-15. Lighting and Environmental Conditions



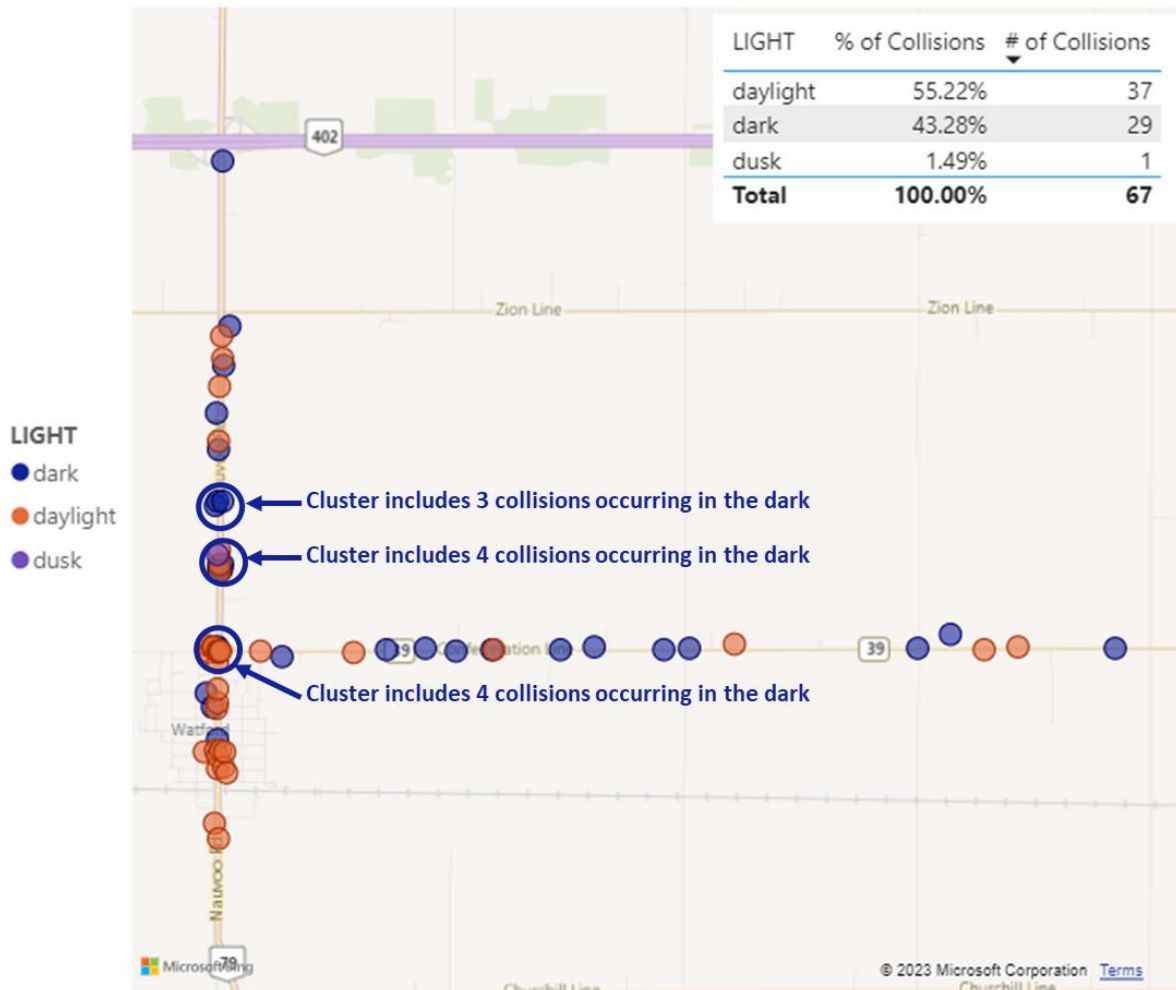
The majority (78%) of the collisions are not attributed to weather as they occurred under clear skies. The remainder of collisions occurred during snow, rain, or fog events which could have been a factor in those incidents.

Lighting may be a factor since about 45% of collisions occurred under low-light conditions despite there only being approximately 6% to 7% of traffic occurring between 9:00 pm and 6:00 am based on the provided 24-hour count data. The locations of collisions by lighting conditions are plotted in **Figure 4-16** to highlight areas with a higher concentration of low-light condition collisions. In general collisions occurring during low-light conditions are spread throughout the study area. However,

there are two clusters of low-light collisions along Nauvoo Road. These clusters are located 425 m and 730 m north of Confederation Line, immediately adjacent to private driveways.

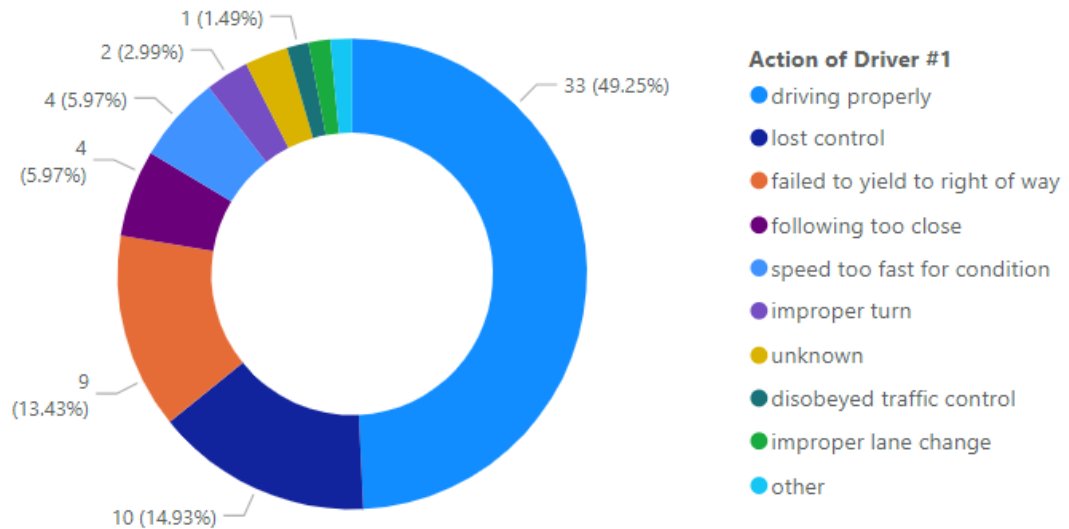
The low-light collisions would not be associated with the TCEC considering the operating hours, unless the low lighting was also a result of poor weather conditions, in which case the primary factor would be weather and/or lighting.

Figure 4-16. Map of Collisions by Lighting Conditions



The breakdown of the primary drivers' action for the collisions is presented in **Figure 4-17**. The majority (51%) of collisions are due to improper driving such as speeding, improper lane change, failing to yield to right of way, disobeying traffic control. The remaining 49% of collisions occurred under proper driving.

Figure 4-17. Action of Primary Driver (Driver #1)



There are 33 collisions where Driver #1 was driving properly. However, due to lack of data, 25 of the 33 collisions do not specify if there was a second driver, and if a second driver was present, the action of Driver #2 is not specified. Four (4) of the 33 collisions where Driver #1 was driving properly was due to improper driving of Driver #2. **Table 4-15** outlines the actions of Driver #1 and Driver #2 at the time of collision when multiple vehicles are identified in the collision history.

Impact type by location type for all collisions are plotted in **Figure 4-18**. Approximately 54% of the impacts were classified as “SMV other”. ‘SMV’ or Single Motor Vehicle means a single motor vehicle was involved in the incident and this could, for example, include losing control under icy conditions. **Figure 4-19** shows a plot of impact type by location excluding SMV collisions to provide better understanding of the locations of collisions involving two vehicles.

Table 4-15. Action of Driver #1 vs. Action of Driver #2 in Collisions

Action of Driver #1	Action of Driver #2							Total
	Unspecified	Driving Properly	Failed To Yield To Right Of Way	Following Too Close	Improper Passing	Improper Turn	Speed Too Fast For Condition	
Unspecified	2	—	—	—	—	—	—	2
Disobeyed Traffic Control	—	1	—	—	—	—	—	1
Driving Properly	25	4	1	1	1	—	1	33
Failed To Yield To Right Of Way	1	8	—	—	—	—	—	9
Following Too Close	1	3	—	—	—	—	—	4
Improper Lane Change	—	1	—	—	—	—	—	1
Improper Turn	1	—	—	—	—	1	—	2
Lost Control	8	2	—	—	—	—	—	10
Other	—	1	—	—	—	—	—	1
Speed Too Fast For Condition	3	1	—	—	—	—	—	4
Total	41	21	1	1	1	1	1	67

Almost all collisions classified as “SMV unattended vehicle” occur on Nauvoo Road south of Confederation Line where on-street parking is available. “Angle” and “Turning movement” collisions mostly occur at the intersection of Nauvoo Road and Confederation Line. These two types of collisions are also observed at side street intersections. All four “rear-end” collisions occur prior to a side street or driveway. Rear-end collisions typically happen when vehicles are driving too fast and then suddenly brake, which could be due to a last-minute decision to turn without appropriate warning to following vehicles, or due to slow driver reaction to an intersection traffic signal that has turned amber and/or red, which does not apply since there are no traffic signals in the study area. Three of the rear-end collisions occurred along Nauvoo Road north of Confederation Line within the 80 km/h posted speed zones.

Figure 4-18. Impact Type by Location (All)

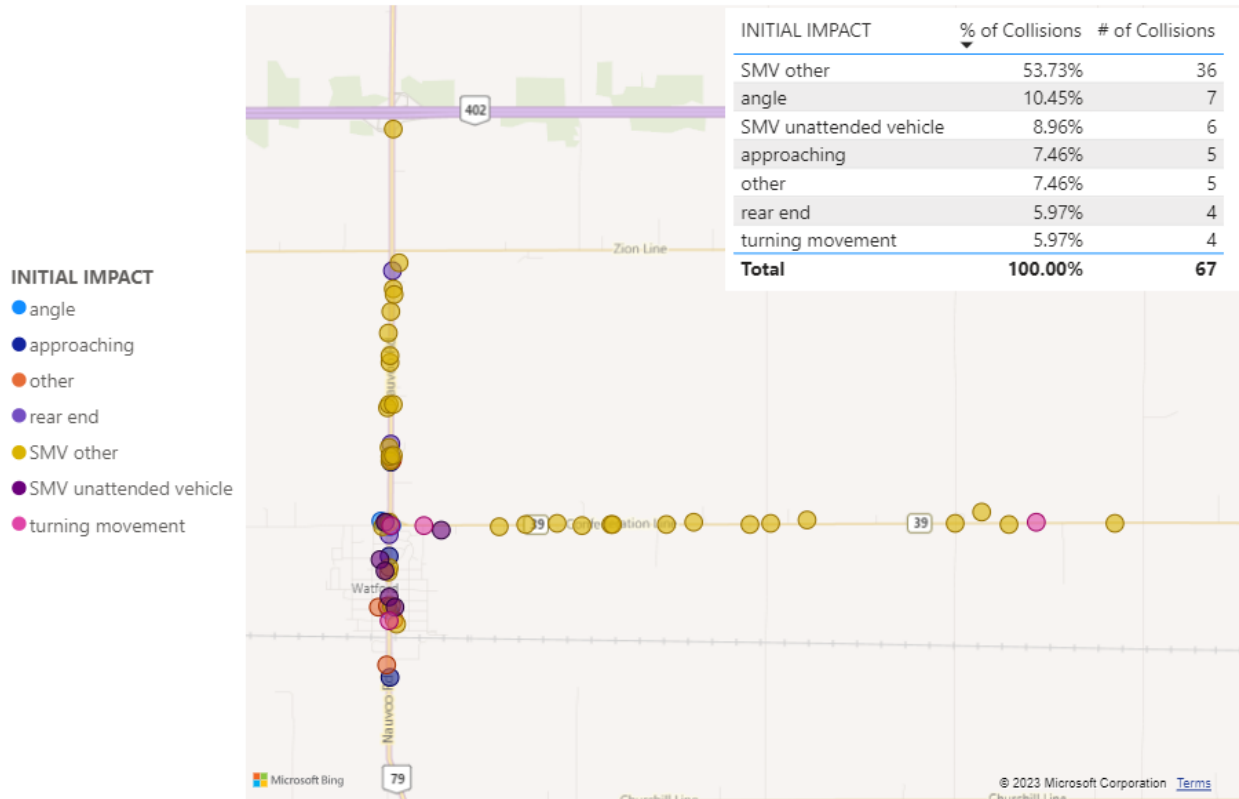
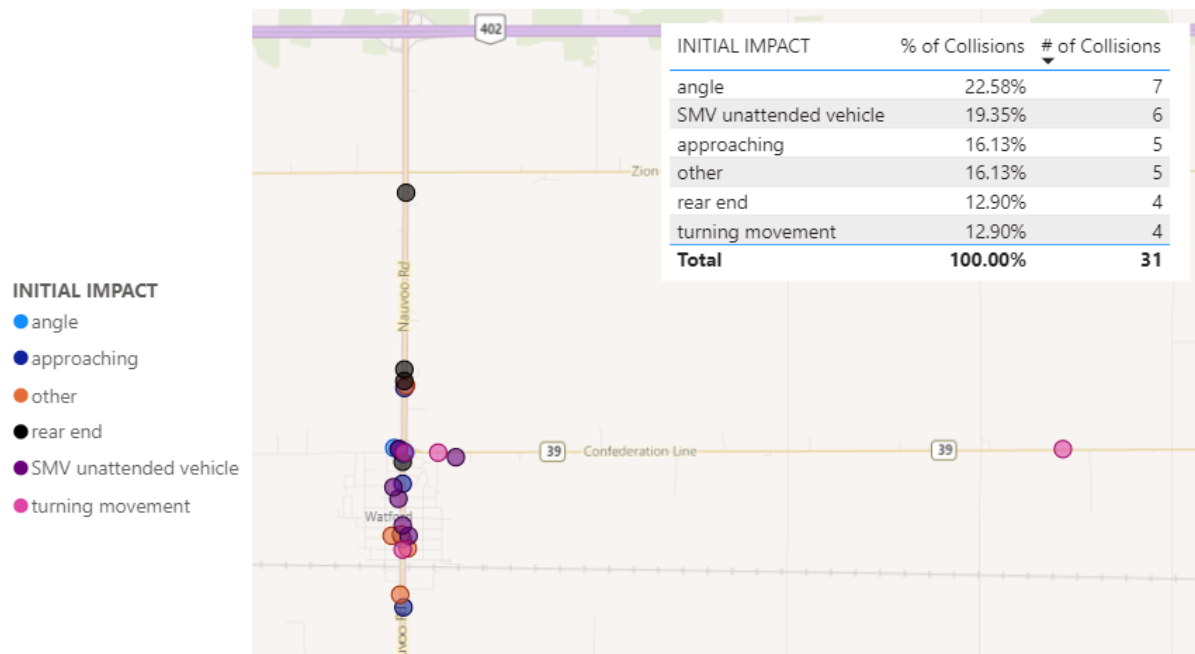


Figure 4-19. Impact Type by Location (excluding "SMV Other")



One of the rear-end collisions occurred in the vicinity of the TCEC primary entrance on Nauvoo Road as shown in **Figure 4-20**. This single rear-end collision occurred in the southbound direction and is indicated to have occurred in the through lane during daylight. A sedan rear-ended the truck while the truck was slowing or stopping, which may have been to enter the southbound left-turn lane to enter the TCEC; however, this collision appears to be the fault of the sedan as a result of following too closely. The other collisions in the vicinity of the TCEC entrance were single motor vehicle collisions.

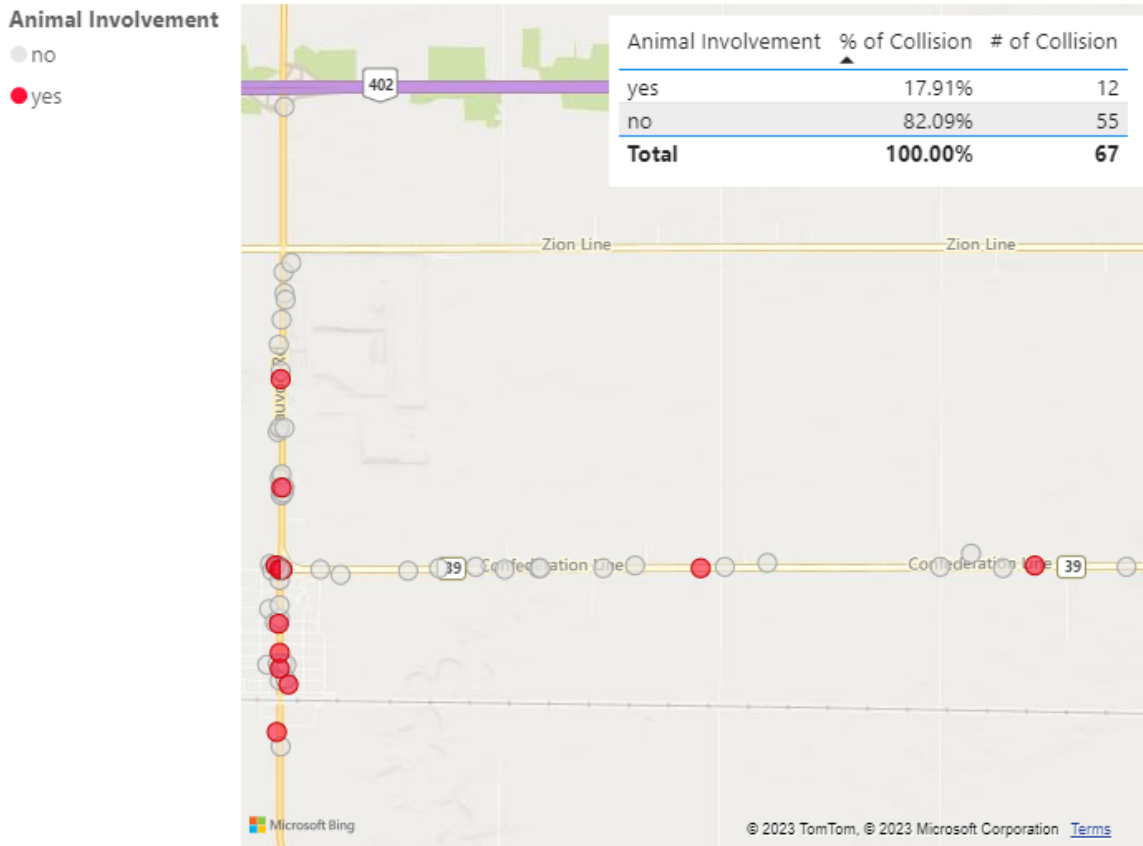
Figure 4-20. Collision Location Involving Multiple Vehicles Near TCEC Driveway



Note: The dot showing the location of the collision is approximate and would have occurred within the southbound traffic lanes despite appearing to be in the northbound travel lane or in the northbound shoulder lane.

A noticeable number of collisions within the study limits are caused by animals running onto the roadway. **Figure 4-21** shows a map of collisions involving animal(s). Most of the collisions with animals occurred in Watford and the remainder occurred on rural roadway sections north and east of Watford. Currently there are no signs warning of possible animal(s) crossing.

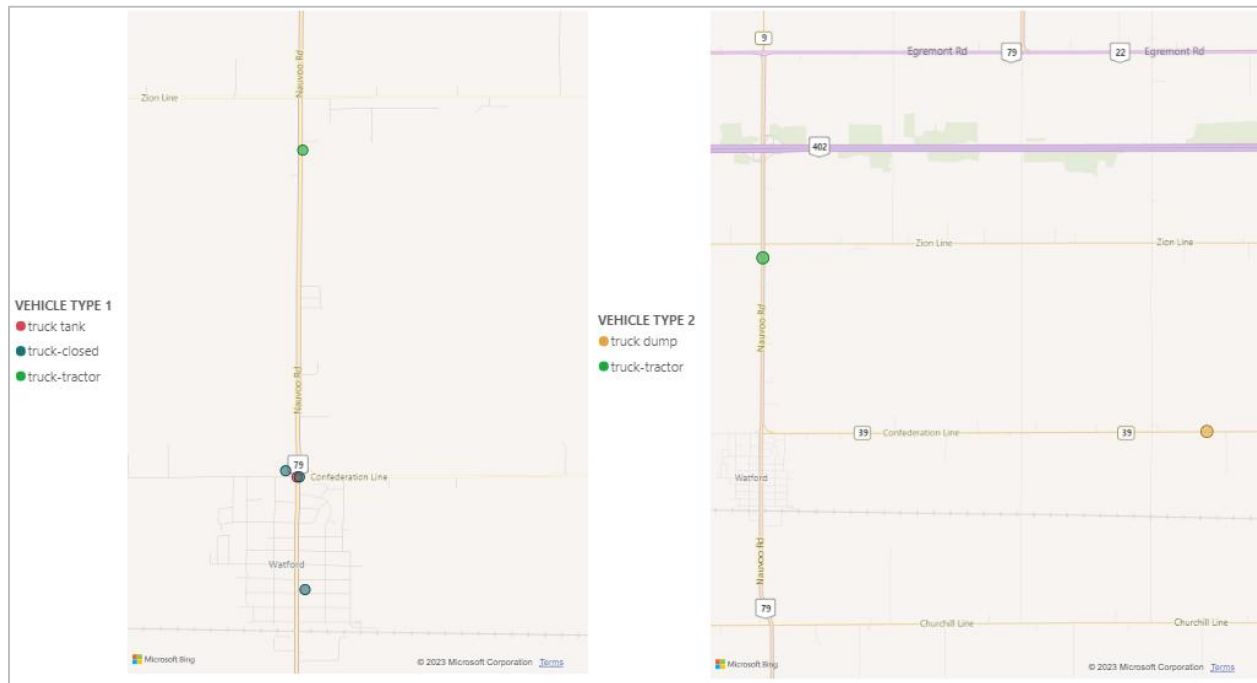
Figure 4-21. Locations of Collisions with Animals



4.4.2 Collisions Involving Trucks

Collisions involving trucks were examined to determine if any relationship exists with the TCEC or if there is a higher prevalence or concentration of collisions with trucks. In the last 5 years, there have been two collisions involving tractor trailer trucks near the TCEC primary entrance. One truck collision occurred making an improper southbound left turn onto the TCEC primary driveway but was classified as a single motor vehicle accident. The second truck collision also occurred in the southbound direction when a sedan rear-ended a tractor trailer due to following too closely. **Figure 4-22** shows locations of collisions involving trucks for primary and secondary vehicles.

Figure 4-22: Collisions Involving Trucks



Note: The figure on the left shows collisions where the primary vehicles are trucks. The figure on the right shows collisions where the secondary vehicles are trucks.

4.4.3 Collisions with School Buses

There was one collision involving a school bus over the last 5 years. The collision was located at the intersection of Nauvoo Road and Confederation Line and involved a pickup truck. The school bus was travelling westbound along Confederation Line and the bus failed to yield right-of-way. When the intersection of Confederation Line and Nauvoo Road is converted to a traffic signal, this potential issue should be mitigated.

The Intersection Improvement Study prepared by RC Spencer Associates Inc. dated June 2020 concluded that a traffic signal is not warranted based on an assessment of traffic volumes up to the year 2025. However, the study concludes that the intersection should continue to be monitored for changes in traffic volumes and that it is ultimately the decision of the road authority if a signal should be implemented, and may include other considerations beyond traffic volumes such as the need for protected crossing locations for active transportation (cyclists and pedestrians).

4.4.4 Collisions with Cyclists

There have been no collisions within the last 5 years involving cyclists.

4.4.5 Collisions with Pedestrians

There have been no collisions within the last 5 years involving pedestrians.

4.4.6 Collision Rates

Collision rates for the study area limits were calculated using available automated traffic recorder (ATR) counts combined with the historical collision data discussed above. ATR data from 2015 to 2022 was available at three locations within the study area. These are summarized in **Table 4-16**.

Table 4-16. Bidirectional ATR Volumes within Study Area

ATR Station # and Description	2015	2016	2017	2018	2019	2020	2021	2022	5 Year Average
133901 - Confederation Line East of Watford	1728	n/a	1773	1751	n/a	n/a	1577	1866	1739
147908 – Nauvoo Road between St. Clair Street and Victoria Street	5147	n/a	5600	5368	n/a	n/a	4756	4753	5125
147909 – Nauvoo Road South of Highway 402	4167	3757	n/a	4440	4350	n/a	n/a	n/a	4179

The 5-year average of the bidirectional ATR volume was used to determine collision rates for each segment within the study area. Collision rates are reported in crashes per 100 million vehicle-kilometre travelled and are summarized in **Table 4-17**. The segment on Nauvoo Road south of Confederation Line has the highest collision rate, which is more than double that of the other segments. The higher collision rate south of Confederation Line is aligned with the denser residential/commercial area of Watford. It also aligns with the higher density of collisions seen in the heatmap shown in **Table 4-17**. These higher collision rates do not overlap with the primary haul route for the TCEC, which indicates that the truck activity is not contributing to these rates.

The provincial average collision rate was 104.01 collisions per 100 million vehicle kilometres travelled in 2020¹. Collision rates on Confederation Line and Nauvoo Road North of Confederation Line are below the provincial average by 18.6% and 27.3%, respectively. The collision rate on Nauvoo Road south of Confederation Line is 82.8% above the provincial average but is located within the Town of Watford which is not on a primary haul route and is likely a result of change in roadway character.

Table 4-17. Estimated Collision Rates by Segment

Segment	Number of Collisions	Number of Years of Data	Approx. Segment Length (km)	Average ATR	Crashes per 100 million vehicle-km travelled
On Confederation Line	20	5	7.45	1739	84.6
Nauvoo Road North of Confederation Line	28	5	3.96	5125	75.6
Nauvoo Road South of Confederation Line	19	5	1.31	4179	190.2

¹ <https://files.ontario.ca/mto-orsar-ontario-road-safety-annual-report-2020-en-2023-06-23.pdf>

Examining collisions by lighting conditions shows that there are nearly equal number of collisions in low-light conditions as during the day. As such, collision rates during low-light conditions are occurring at a higher frequency than during daylight. **Table 4-18** summarizes the collision rates on Nauvoo Road and Confederation Line for daylight versus dark/dusk. The collision rates during low-light conditions are in the range of four to eight times higher than during daylight. This further emphasizes the potential need for illumination along Nauvoo Road and Confederation Line within the study area and particularly near and within the Village of Watford.

Table 4-18: Collision by Lighting Condition

Segment	Number of Collisions	# of Years of data	Length (km)	Avg ATR	Crashes per 100 million vehicle-km travelled
On Confederation Line (Low light)	12	5	7.45	266	331.9
On Confederation Line (Daylight)	8	5	7.45	1473	40
On Nauvoo Road (Low light)	18	5	5.27	619	302.4
On Nauvoo Road (Daylight)	29	5	5.27	4033	74.8

4.4.7 Collision Analysis Conclusions

Collisions were found to be concentrated near the Village of Watford which is located south of the facility along Nauvoo Road. Although the majority of collisions did not occur at intersections, the highest concentration occurred either within Watford or directly at the intersection of Nauvoo Road at Confederation Line. Since the majority of vehicles travelling to and from the facility tend to go to the north to Highway 402 or beyond, it appears that most collisions recorded are not related to the TCEC. This is corroborated by the collision rates, which are found to be much higher in Watford as opposed to the roadway segments adjacent to the TCEC, and this is expected for more urban conditions with restricted flow and conflicting movements and sources of traffic.

Within the last 5 years there have been two collisions near the TCEC primary entrance involving more than one vehicle and a truck. One of the collisions was a rear-end where the truck was rear ended by an at fault sedan, as previously described. The other was a single motor vehicle collision during daylight and clear weather, where the truck performed a southbound left-turn resulting in property damage only. This does not indicate any issues specifically involving trucks or the TCEC. The roadway environment in the vicinity of the TCEC primary entrance is quite flat, non-complex, and with good visibility.

Collisions involving animals are most common within Watford based on the spatial distribution. Therefore, there is no major concern along the roadways adjacent to the TCEC; however, signage warning drivers of animals crossing at these locations could be installed to warn drivers and to make them more alert to the hazard. In the vicinity

of the site, this applies predominantly to Nauvoo Road adjacent to the site, and along Confederation Line east of the site.

There were no collisions with vulnerable users such as pedestrians or cyclists within the last 5 years.

4.4.8 TCEC Site Entrance Sightline Review

Sight distance was checked for the existing TCEC site entrance along Nauvoo Road which is the primary entrance used by vehicles and large trucks entering the TCEC. There is a secondary gated entrance along Zion Line located approximately 200 m east of Nauvoo Road that serves as an emergency entrance.

The TCEC primary entrance is located approximately 300 m south of Zion Line and approximately 2.4 km north of Confederation Line. Nauvoo Road in the vicinity of the site is straight and flat. Looking to the north, sightlines are unobstructed until the Highway 402 overpass which obstructs sightlines due to the vertical curvature of Nauvoo Road as it passes over the highway. Looking to the south, Nauvoo Road undulates slightly and has minor vertical and horizontal curves, but the sightlines are not obstructed as a result, and drivers can effectively see to the Village of Watford. Despite Nauvoo Road being straight and generally quite flat, the sightlines are somewhat obstructed by signage, trees, fencing, and berms along the east shoulder of the roadway. The fencing that runs along the east side of the roadway surrounding the TCEC is set back from Nauvoo Road such that a vehicle approaching Nauvoo Road within the TCEC driveway does not have sightlines obstructed by the fencing. Photos taken from the TCEC driveway from the perspective of an approaching vehicle are presented below in **Figure 4-23** and **Figure 4-24** looking northbound and southbound, respectively.

Based on the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (2017) there are five sightlines to be considered:

- Stopping Sight Distance (“SSD”) for a vehicle travelling along Nauvoo Road and requiring to stop due to an obstruction in the roadway or a vehicle pulling out of the TCEC driveway (taken from TAC Table 2.5.2),
- Decision Sight Distance (“DSD”) for a vehicle travelling along Nauvoo Road and required to maneuver around an obstruction in the road without stopping (taken from TAC Table 2.5.6), and
- Decision Intersection Sight Distance (“DISD”) for a vehicle turning out of the TCEC driveway from a stopped position and merging on to Nauvoo Road without obstructing or slowing vehicles on Nauvoo Road (taken from TAC Figures 9.9.4 and 9.9.5 for left-turns and right-turns or crossing maneuvers). The warrant utilizes the “COMB” line on the graphs, which represents the sight distance requirements for large combined or articulated trucks.
- Intersection Sight Distance for Yield Controlled Left or Right Turn (“YCLR”) for a vehicle approaching Nauvoo Road and turning out of the TCEC driveway and

merging on to Nauvoo Road without obstructing or slowing vehicles on Nauvoo Road assuming they must yield to vehicles on Nauvoo Road but do not have to stop unless there is insufficient gap (taken from TAC Figure 9.9.7). The warrant utilizes the “COMB” line on the graphs, which represents the sight distance requirements for large combined or articulated trucks.

These sight distance requirements are presented in **Figure 4-25**.

The posted speed limit along Nauvoo Road is 80 km/h. Assuming a level roadway and a design speed of 100 km/h, the SSD is 185 m while the DSD ranges from 225 m to 405 m depending on the complexity of the avoidance maneuver. Given the environment, the avoidance maneuver would not be complex and the road cross section is a single lane per direction, therefore SSD is considered over DSD.

DISD for left turns from stop is 320 m. DISD for crossing maneuvers and right-turns from stop is 300 m.

YCLR is more onerous of a requirement than DISD because it assumed that the vehicles approaching the intersection are moving and may not come to a complete stop and must therefore be able to see the approaching vehicles while approaching the intersection. Therefore, the sight distance along Nauvoo Road is approximately 335 m and the approach sight triangle distance is 25 m for the right-turn and 33 m for the left-turn (25 m plus the width of the northbound travel lane). Since most site truck traffic is destined to the north along Nauvoo Road, most truck drivers will be looking for gaps in northbound traffic. This means that the truck must be able to see a vehicle approaching when it is 25 m away from the northbound through lane. The sight triangle requirement is met. Additionally, the collision history has not identified any concerns or collisions associated with trucks leaving the TCEC driveway, and there is an acceleration lane which accommodates trucks merging on to Nauvoo Road.

Therefore, the sightlines for the primary driveway on Nauvoo Road meet TAC requirements.

The sight distance for the proposed site driveway to the RNG Facility which will be located on Confederation Line was reviewed under separate cover and is provided in **Appendix D**.

4.4.9 Pavement Markings

The pavement marking line delineating the northbound acceleration lane located just north of the primary driveway along Nauvoo Road has faded and is not clearly visible and should be repainted to make it easier for drivers to see. The lack of pavement markings can be seen in **Figure 4-23**. Clearly demarcated lanes will help drivers see the acceleration lane and react to vehicles merging with northbound traffic even.

Figure 4-23. TCEC Driveway on Nauvoo Road (Looking North)



Figure 4-24. TCEC Driveway on Nauvoo Road (Looking South)



Figure 4-25. TCEC Primary Driveway Sight Distances



4.4.10 Driveway Storage and Taper Lane Requirements

Storage lane requirements for the primary TCEC driveway along Nauvoo Road were reviewed based on the operations analysis contained in **Section 4.3.3** and it was confirmed that it can accommodate queues, even under peak loads, when traffic may queue back from the inbound weigh scale to Nauvoo Road.

4.4.10.1 Operating Speed

Based on the operating speeds documented in **Table 4-4**, the 50th percentile operating speed south of Highway 402 is 89.4 km/h, and the average operating speed is 88.5 km/h. The 85th percentile operating speed is 99.2 km/h, indicating a large range in operating speeds. This large range in operating speed may be due to the combination of faster-moving regular vehicles passing by the TCEC and slower-moving vehicles destined for the TCEC.

The exact location of the survey is unknown and may be north or south of Zion Line. Speeds are typically collected at midblock segments that are not affected by speed reductions (e.g., intersections and driveways). As a result, the operating speeds capture free-flowing traffic, including traffic exceeding the speed limit, and do not capture traffic travelling at an appropriate speed to enter a driveway.

The TCEC driveway has been operating effectively, and the collision analysis did not identify any collisions at the driveway associated with the southbound left-turn or northbound right-turn lanes. Additionally, traffic destined for this site and using the turn lanes is primarily slower-moving, including truck traffic and other regular vehicles familiar with the site entrance, which would be travelling closer to the posted speed limit of 80 km/h. A 10% reduction in the average operating speed of 88.5 km/h is 80 km/h, which is an appropriate approach speed for traffic entering the TCEC driveway. As a result, the 80 km/h design speed is considered appropriate. However, a 100 km/h design speed was also reviewed for reference.

4.4.10.2 Northbound Right-Turn Lane

The existing northbound right-turn design has approximately 65 metres of taper plus 80 metres of deceleration.

Assuming an 80 km/h design speed for vehicles arriving towards the TCEC at the posted speed limit, TAC Geometric Design Guide for Canadian Roads Table 9.14.2 (Right-Turn Taper with Parallel Deceleration Lane Design) can be referenced. For an 80 km/h design speed the taper ratio is 17:1 minimum, and with a lane width of 3.4 metres the required taper length is 57.8 metres. The 65 metre taper exceeds this minimum and is compliant. The required parallel is 60 to 130 metres, and the existing 80 metre parallel is compliant since it falls within this range.

The TAC Geometric Design Guide for Canadian Roads states that for right-turn lane designs on roadways with design speeds higher than 80 km/h, Chapter 10 (Interchanges) should be referenced. Table 10.6.2 (Design Length for Deceleration) indicates that an 85 metre taper is required for a design speed of 100 km/h, with a deceleration length of 170 to 215 metres. The northbound right-turn lane is not designed for the 100 km/h design speed. Rather, it is designed for the 80 km/h design speed.

As noted above, the design complies with an 80 km/h design speed, and the operating speeds and collision analysis suggest that an 80 km/h operating speed is appropriate. This indicates that the northbound right-turn lane is adequate.

4.4.10.3 Southbound Left-turn Lane

The existing southbound left-turn lane design has approximately 120 metres of taper plus approximately 125 metres of additional deceleration and storage.

Assuming an 80 km/h design speed, for vehicles arriving towards the TCEC at the posted speed limit of 80 km/h, TAC Geometric Design Guide for Canadian Roads

Table 9.17.1 (Approach and departure Taper Ratios and Lengths for Left Turns at Intersections) requires a minimum 51 metres of taper, while the provided taper of 120 metres exceeds this minimum and is compliant. The parallel deceleration is based on stopping sight distance from Table 2.5.2, and for an 80 km/h design speed, it is 130 metres. The provided parallel is approximately 130 metres, and is considered compliant.

For a 100 km/h design speed, the Taper Ratio is higher, with a minimum of 30:1. With an approximated lane width of 3.4 metres, the required taper is 102 metres assuming a 30:1 taper, and this is compliant. The parallel deceleration based on stopping sight distance for a 100 km/h design speed is 185 metres and is 55 metres longer than is provided. However, the southbound left-turn lane is not designed for the 100 km/h design speed. Rather, it is designed for the 80 km/h design speed.

As noted above, the design complies with an 80 km/h design speed, and the operating speeds and collision analysis suggests that an 80 km/h operating speed is appropriate. This indicates that the southbound left-turn lane is adequate.

4.4.11 Cycling Network

Within the study area, the County of Lambton identifies an on-road trail along Nauvoo Road, which is the only cycling facility identified within the study area. The Nauvoo Road cycle route/trail continues south of Watford and also continues north of Highway 402. Currently, this is an on-road facility where the cyclists will travel on the shoulder of the roadway which is paved in most sections. Within the vicinity of the TCEC there does not appear to be any signage indicating that Nauvoo Road is an “on-road cycling trail” or route. With a posted speed of 80 km/h along Nauvoo Road in the vicinity of the TCEC, and without paved shoulders, it is anticipated that most cyclists would not utilize or treat this section of Nauvoo Road as a cycling route.

The 2022 traffic counts identified a small amount of cycling activity at the intersection of Nauvoo Road at Zion Line, as well as at Nauvoo Road at Confederation Line. At Zion Line there was one cyclist observed travelling westbound through the intersection during the midday peak period, and at Confederation Line there was a single cyclist observed in the southbound direction which also travelled through the intersection. The cyclist volumes are very low but could have been affected by the weather conditions in terms of temperature discouraging cyclists; however, the weather on the day the count data was captured was clear. Higher activity would be expected during summer months but the counts confirm that there is overall low cyclist activity.

Additional data collection conducted in May 2025 did not identify any cycling activity, which validated the 2022 data collection and confirms that cycling activity is very low.

Additionally, the collision history analysis did not identify any collisions involving cyclists over the previous 5 years. As a result, the cycling route along Nauvoo Road appears to be underutilized and likely not conducive to cycling based on the comfort level of most cyclists.

4.4.12 Pedestrian Activity

Pedestrian volumes crossing Nauvoo Road are relatively low within the Town of Watford and there were no pedestrians observed north of Confederation Line. There were no collisions with pedestrians identified. There were no indications that pedestrian safety is a concern nor indications that traffic associated with the TCEC would generate safety concerns for pedestrians.

4.4.13 Signage

A previous Road Safety Audit prepared by HDR, dated February 13, 2017, identified two potential signage recommendations for consideration.

The first recommendation for consideration was a WC-19 Share the Road sign which could be installed along Nauvoo Road to let drivers know that Nauvoo Road is a shared roadway with cyclists. The share the road signs do not appear to be present along Nauvoo Road in the study area based on the field investigation. The installation of signage along Nauvoo Road is up to the discretion of the County of Lambton. These signs would be placed along the roadway at specified spacing intervals determined based on the Ontario Traffic Manual, along the entire stretch of roadway that is designated as a cycling facility. Given the very low cyclists volumes, the signage is not likely to have a major impact on driver behaviour or an overall impact on safety and operations of the roadway but could still be considered by the County. This applies to the entire roadway section that is designated a cycling facility and does not specifically apply to the section of roadway adjacent to the TCEC.

The Road Safety Audit also recommended that an additional advance warning sign be installed indicating that the northbound acceleration lane at the Nauvoo Road TCEC entrance is ending ahead. The sign was not specified but an example would be the WA-23R Lane Ends Right with distance sign. There is currently a sign that warns drivers that the lane ends and it is located at the end of the acceleration lane, at the start of the taper. The additional advance warning sign was recommended to be placed 150m upstream of the current sign and had not been installed at the time of the site February 2023 site visit. This sign was recommended in response to an accident where a vehicle did not merge back on to Nauvoo Road and lost control in the ditch. However, the latest collision analysis did not identify this as a recurring issue. Since this issue is not recurring and is not clearly associated with the TCEC, it is up to the discretion of the County to implement it.

However, as previously mentioned, the pavement markings demarcating the northbound through lane from the northbound acceleration lane are not visible.

The TCEC driveway on Nauvoo Road is currently under yield control but is not signed. The driveway has also been operating satisfactorily based on the collision history review and based on the site observations.

The previous turning sight distance for the driveway has been assessed and is confirmed to be adequate, which means that trucks would be able to merge on to

Nauvoo Road and accelerate to speed without causing other vehicles on Nauvoo Road to slow down. TAC requirements for left-turns and right-turns under stop and yield control were checked to confirm sightlines are adequate.

4.5 Summary of Existing Conditions

4.5.1 Traffic Operations

The majority of site traffic is destined to/from the north and accesses Highway 402. The site traffic was adjusted using the weigh scale information to adjust the site truck traffic so that it was representative of a high volume/high activity day. This resulted in 47 inbound and 77 outbound trips during the weekday AM peak hour, 44 inbound and 52 outbound trips during the midday peak hour, and 26 inbound trips and 30 outbound trips during the weekday PM peak hour. The site traffic volumes were then used to model the inbound queue length which confirmed that the queues may extend back to Nauvoo Road resulting in queuing in the northbound right-turn lane and the southbound left-turn lane. This confirms expectations for high activity days. However, the majority of the time there is less activity (fewer trucks) entering the TCEC and the queues do not reach to Nauvoo Road. In addition, during peak periods the second scale can be utilized for managing inbound vehicles.

Traffic operations for study area intersections surrounding the TCEC were analyzed using 2022 traffic data, adjusted to represent a high activity day for the TCEC. The operational analysis indicates that the study area intersections are operating well and within acceptable thresholds in terms of volume-to-capacity ratios, delays, and queues. All individual movements at study area intersections are currently operating with Level of Service 'C' or better which is considered acceptable. Typically, Level of Service 'D' requires monitoring, while 'E' and 'F' are considered unacceptable. Additionally, the highest volume-to-capacity ratio for any individual movement is 0.28, while the need for mitigation is not considered until the volume-to-capacity ratio exceeds 0.85. There are no operational concerns to note based on the traffic analysis.

4.5.2 Road Safety

Safety was reviewed from the perspective of driveway sightlines and storage lane/taper requirements. It was found that the TCEC site entrance on Nauvoo Road has sufficient sightlines and that the storage and taper are adequate and correctly designed. During the site observations there were no close calls or collisions observed. Additionally, the location of the proposed location for the RNG Facility was assessed for sightlines and confirmed to have adequate sight distances.

Safety was also reviewed based on collision history analysis. The collision analysis included a review of the previous 5 years of collision history. The collision analysis did not reveal any key indicators for collisions such as frequent collisions or repeated collisions locations and types of collisions, which would indicate design deficiencies, or other trends associated with environmental conditions. Furthermore, the collision

history did not reveal a prevalence of truck-related collisions or collisions associated with the TCEC site entrance location on Nauvoo Road. As a result, there were no safety signals arising from the collision history analysis and the collision history rates do not indicate a high frequency of collisions for the study area.

Signage recommendations from the 2017 Road Safety Audit included an advance warning sign that the northbound acceleration lane is ending on approach to Zion Line, and “share the road” signage along Nauvoo Road to let drivers know that cyclists may use the roadway. This signage had not been installed as of the February 2023 site visit. The installation of signage along Nauvoo Road is at the discretion of the County of Lambton. The current Road Safety Assessment did not identify any safety signals related to these recommendations. The “share the road” signage should be placed at regular intervals along the entire roadway wherever it is designated as a shared roadway and is not specifically tied to the section of the roadway directly adjacent to the TCEC. The “this lane ends” signage is also up to the discretion of the County since the latest collision history review did not identify this as being a cause of collisions or accidents near the site driveway or near Zion Line.

The pavement marking demarcating the northbound acceleration lane from the northbound through lane on the north leg of the intersection is not visible and has worn away presumably due to the truck activity.

4.6 Future Conditions

Future conditions will be assessed in the Effects Assessment report. The future conditions assessment will include two scenarios:

- **Future Background Traffic Conditions** – this is the ‘Do Nothing’ Alternative scenario assuming the facility continues to operate as it does today with no changes to site operations. This scenario includes general background growth and traffic associated with planned new developments. The impacts of development will be compared with this scenario.
- **Future Total Traffic Conditions** – this is the scenario that includes the future background conditions (background traffic growth and traffic associated with new developments), as well as any future facility expansion and associated changes to site traffic, including traffic associated with the future Renewable Natural Gas Facility.

Future conditions will include general background traffic growth as well as traffic associated with any future developments which may contribute traffic to the study area roadways. Future developments or traffic generators will be confirmed with the Township and County.

5 References

HDR Corporation

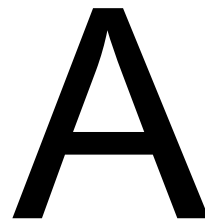
2017 Twin Creeks Landfill Annual Fill Rate Increase Traffic Impact Study

HDR Corporation

2017 Twin Creeks Landfill – Road Safety Audit Memorandum

RC Spencer Associates Inc.

2020 C.R. 79 / C.R. 39 Watford, ON Intersection improvement Study

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Weigh Scale Data
Summary

Mondays	Tuesdays	Wednesdays	Thursdays	Fridays	Saturdays
1/7/2019	1/1/2019	1/2/2019	1/3/2019	1/4/2019	1/5/2019
1/14/2019	1/15/2019	1/16/2019	1/17/2019	1/18/2019	1/19/2019
1/21/2019	1/22/2019	1/23/2019	1/24/2019	1/25/2019	1/26/2019
1/28/2019	1/29/2019	1/30/2019	1/31/2019	2/1/2019	2/2/2019
2/4/2019	2/5/2019	2/6/2019	2/7/2019	2/8/2019	2/9/2019
2/11/2019	2/12/2019	2/13/2019	2/14/2019	2/15/2019	2/16/2019
2/18/2019	2/19/2019	2/20/2019	2/21/2019	2/22/2019	2/23/2019
2/25/2019	2/26/2019	2/27/2019	2/28/2019	3/1/2019	3/2/2019
3/4/2019	3/5/2019	3/6/2019	3/7/2019	3/8/2019	3/9/2019
3/11/2019	3/12/2019	3/13/2019	3/14/2019	3/15/2019	3/16/2019
3/18/2019	3/19/2019	3/20/2019	3/21/2019	3/22/2019	3/23/2019
3/25/2019	3/26/2019	3/27/2019	3/28/2019	3/29/2019	3/30/2019
4/1/2019	4/2/2019	4/3/2019	4/4/2019	4/5/2019	4/6/2019
4/8/2019	4/9/2019	4/10/2019	4/11/2019	4/12/2019	4/13/2019
4/15/2019	4/16/2019	4/17/2019	4/18/2019	4/19/2019	4/20/2019
4/22/2019	4/23/2019	4/24/2019	4/25/2019	4/26/2019	4/27/2019
4/29/2019	4/30/2019	5/1/2019	5/2/2019	5/3/2019	5/4/2019
5/6/2019	5/7/2019	5/8/2019	5/9/2019	5/10/2019	5/11/2019
5/13/2019	5/14/2019	5/15/2019	5/16/2019	5/17/2019	5/18/2019
5/20/2019	5/21/2019	5/22/2019	5/23/2019	5/24/2019	5/25/2019
5/27/2019	5/28/2019	5/29/2019	5/30/2019	5/31/2019	6/1/2019
6/3/2019	6/4/2019	6/5/2019	6/6/2019	6/7/2019	6/8/2019
6/10/2019	6/11/2019	6/12/2019	6/13/2019	6/14/2019	6/15/2019
6/17/2019	6/18/2019	6/19/2019	6/20/2019	6/21/2019	6/22/2019
6/24/2019	6/25/2019	6/26/2019	6/27/2019	6/28/2019	6/29/2019
7/1/2019	7/2/2019	7/3/2019	7/4/2019	7/5/2019	7/6/2019
7/8/2019	7/9/2019	7/10/2019	7/11/2019	7/12/2019	7/13/2019
7/15/2019	7/16/2019	7/17/2019	7/18/2019	7/19/2019	7/20/2019
7/22/2019	7/23/2019	7/24/2019	7/25/2019	7/26/2019	7/27/2019
7/29/2019	7/30/2019	7/31/2019	8/1/2019	8/2/2019	8/3/2019
8/5/2019	8/6/2019	8/7/2019	8/8/2019	8/9/2019	8/10/2019
8/12/2019	8/13/2019	8/14/2019	8/15/2019	8/16/2019	8/17/2019
8/19/2019	8/20/2019	8/21/2019	8/22/2019	8/23/2019	8/24/2019
8/26/2019	8/27/2019	8/28/2019	8/29/2019	8/30/2019	8/31/2019
9/2/2019	9/3/2019	9/4/2019	9/5/2019	9/6/2019	9/7/2019
9/9/2019	9/10/2019	9/11/2019	9/12/2019	9/13/2019	9/14/2019
9/16/2019	9/17/2019	9/18/2019	9/19/2019	9/20/2019	9/21/2019
9/23/2019	9/24/2019	9/25/2019	9/26/2019	9/27/2019	9/28/2019
9/30/2019	10/1/2019	10/2/2019	10/3/2019	10/4/2019	10/5/2019
10/7/2019	10/8/2019	10/9/2019	10/10/2019	10/11/2019	10/12/2019
10/14/2019	10/15/2019	10/16/2019	10/17/2019	10/18/2019	10/19/2019
10/21/2019	10/22/2019	10/23/2019	10/24/2019	10/25/2019	10/26/2019
10/28/2019	10/29/2019	10/30/2019	10/31/2019	11/1/2019	11/2/2019
11/4/2019	11/5/2019	11/6/2019	11/7/2019	11/8/2019	11/9/2019
11/11/2019	11/12/2019	11/13/2019	11/14/2019	11/15/2019	11/16/2019
11/18/2019	11/19/2019	11/20/2019	11/21/2019	11/22/2019	11/23/2019
11/25/2019	11/26/2019	11/27/2019	11/28/2019	11/29/2019	11/30/2019
12/2/2019	12/3/2019	12/4/2019	12/5/2019	12/6/2019	12/7/2019
12/9/2019	12/10/2019	12/11/2019	12/12/2019	12/13/2019	12/14/2019
12/16/2019	12/17/2019	12/18/2019	12/19/2019	12/20/2019	12/21/2019
12/23/2019	12/24/2019	12/25/2019	12/26/2019	12/27/2019	12/28/2019
12/30/2019	12/31/2019	1/1/2020	1/2/2020	1/3/2020	1/4/2020

Peak Hour Volumes - Mondays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750	
17	15	14	17	29	38	38	27	21	38	4	0	0	4
16	14	13	16	28	32	30	18	18	32	4	0	0	4
9	0	6	9	22	25	24	18	12	25	7	0	0	7
10	8	10	10	34	38	27	20	15	38	11	0	0	11
17	15	16	17	39	35	27	25	26	39	10	0	0	10
16	13	13	16	33	31	27	23	31	33	8	0	3	8
5	11	6	11	7	8	8	2	1	8	0	0	0	0
13	12	15	15	28	35	29	13	17	35	6	0	0	6
17	14	19	19	15	23	31	20	6	31	5	0	0	5
19	14	19	19	29	29	26	19	16	29	7	0	0	7
20	19	21	21	34	28	26	18	13	34	9	0	0	9
29	17	21	29	25	32	32	27	21	32	4	0	0	4
27	19	21	27	25	26	30	23	14	30	8	0	0	8
17	19	15	19	28	27	25	26	18	28	4	0	0	4
26	26	20	26	22	15	28	33	20	33	6	0	0	6
25	20	18	25	30	28	18	18	23	30	11	0	0	11
28	14	15	28	24	28	26	24	24	28	11	0	0	11
23	16	17	23	38	29	28	22	26	38	13	1	0	13
20	14	13	20	29	39	35	21	19	39	8	0	0	8
8	7	7	8	15	4	3	2	0	15	0	0	0	0
21	19	22	22	34	37	30	34	28	37	9	0	0	9
24	21	22	24	30	29	33	29	26	33	8	1	3	8
17	17	16	17	41	40	33	26	22	41	13	0	0	13
16	15	16	16	18	16	22	22	20	22	6	0	0	6
20	11	18	20	28	30	25	22	25	30	5	0	0	5
4	6	8	8	8	7	3	0	0	8	0	0	0	0
17	12	18	18	32	36	37	28	26	37	5	0	0	5
18	12	16	18	27	28	28	25	23	28	2	0	0	2
16	10	14	16	26	30	23	26	27	30	5	0	0	5
24	22	16	24	23	22	25	23	20	25	8	0	0	8
9	7	8	9	9	8	6	1	0	9	0	0	0	0
25	29	18	29	22	24	32	24	14	32	12	0	0	12
23	29	21	29	23	30	26	22	20	30	4	0	0	4
17	25	19	25	16	26	31	22	23	31	3	0	0	3
6	4	6	6	7	7	6	1	0	7	0	0	0	0
21	31	24	31	25	34	29	17	25	34	4	0	0	4
25	27	32	32	28	31	30	25	21	31	6	0	0	6
22	23	21	23	28	29	28	23	18	29	8	0	0	8
23	20	18	23	38	40	40	24	23	40	7	2	1	7
20	26	21	26	25	24	24	20	25	25	4	0	0	4
7	9	9	9	10	7	4	0	0	10	0	0	0	0
19	22	28	28	23	20	25	33	25	33	5	0	0	5
21	27	14	27	31	26	24	26	17	31	9	0	0	9
22	26	17	26	22	22	26	24	19	26	2	0	0	2
16	15	17	17	22	21	16	14	13	22	1	0	0	1
13	21	30	30	18	23	25	20	18	25	7	0	0	7
13	17	17	17	24	24	17	16	19	24	7	0	0	7
9	9	9	9	26	21	13	16	17	26	1	0	0	1
14	15	18	18	25	21	18	17	12	25	2	0	0	2
19	22	14	22	19	21	21	22	27	27	0	0	0	0
23	24	25	25	21	16	13	19	18	21	6	0	0	6
22	29	24	29	24	16	23	31	23	31	3	0	0	3
AVG			20	AVG					28	AVG			6
MAX			32	MAX					41	MAX			13

Summary

Maximum AM Peak Hour Weigh Scale Trips: 42
Maximum Midday Peak Hour Weigh Scale Trips: 48
Maximum PM Peak Hour Weigh Scale Trips: 23

Inbound Weigh Scale Hourly Volume Summary - 2021

Day of the Week	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Average	Maximum	Average	Maximum	Average	Maximum
Monday	20	32	28	41	6	13
Tuesday	24	35	31	47	6	21
Wednesday	24	42	30	42	7	16
Thursday	25	36	32	48	7	17
Friday	25	40	28	43	6	23
Saturday	11	21	0	8	0	0
Weekdays	22	42	25	48	5	23

TMC Comparison and scaling only based on 2022 data since that is when the TMC was collected.

Peak Hour Volumes - Tuesdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750	
0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	21	23	23	22	26	29	28	17	29	9	0	0	9
15	20	27	27	21	22	32	28	14	32	8	1	0	8
10	12	16	16	26	25	20	18	20	26	14	0	0	14
22	18	15	22	33	29	32	30	28	33	2	0	0	2
10	9	10	10	17	23	14	9	10	23	1	0	0	1
14	13	16	16	26	34	43	37	27	43	12	0	2	12
21	12	12	21	27	33	31	27	22	33	4	0	0	4
17	12	19	19	31	29	27	25	24	31	6	0	1	6
15	21	26	26	28	36	27	16	18	36	6	1	0	6
24	17	14	24	26	32	34	26	27	34	5	0	0	5
20	13	17	20	31	35	32	32	29	35	8	0	0	8
29	27	26	29	29	33	31	27	18	33	6	0	0	6
27	17	18	27	21	29	28	26	27	29	7	0	0	7
27	22	20	27	27	25	25	28	24	28	4	0	0	4
22	18	19	22	39	46	40	26	24	46	6	0	0	6
26	21	17	26	26	30	28	32	35	35	8	0	0	8
22	24	20	24	35	31	31	32	30	35	9	1	0	9
24	18	12	24	23	23	27	29	24	29	13	0	0	13
18	13	19	19	20	31	32	24	27	32	21	0	0	21
32	27	26	32	39	47	38	31	31	47	11	0	0	11
24	22	22	24	38	36	22	17	12	38	3	0	0	3
23	18	19	23	43	33	21	21	23	43	8	0	8	8
20	14	17	20	27	27	38	35	23	38	12	0	0	12
20	21	15	21	32	30	30	32	31	32	5	0	0	5
16	12	17	17	30	29	23	20	28	30	13	0	0	13
21	22	17	22	34	26	26	28	23	34	5	0	0	5
22	21	25	25	28	24	21	27	24	28	9	0	0	9
18	19	20	20	18	21	26	21	20	26	9	0	0	9
22	26	27	27	29	29	23	21	26	29	3	0	0	3
28	23	10	28	28	25	24	23	25	28	4	0	0	4
25	31	23	31	30	26	27	26	22	30	7	0	0	7
21	26	22	26	24	29	26	24	29	29	2	0	0	2
27	29	21	29	29	34	28	21	19	34	8	0	0	8
19	18	16	19	26	25	28	26	20	28	4	0	0	4
24	27	24	27	34	35	31	32	32	35	3	0	0	3
25	35	34	35	34	40	31	17	18	40	9	0	0	9
27	33	26	33	31	37	31	24	21	37	7	0	0	7
29	33	31	33	33	30	24	29	31	33	6	0	0	6
23	26	27	27	28	38	38	26	23	38	5	0	0	5
21	17	18	21	38	35	24	29	31	38	3	0	0	3
15	26	26	26	21	30	29	22	19	30	7	0	0	7
19	30	27	30	26	23	23	24	21	26	5	0	0	5
24	26	19	26	25	37	28	20	22	37	1	0	0	1
8	14	23	23	19	16	19	17	13	19	3	0	0	3
25	21	18	25	22	26	22	20	18	26	6	0	0	6
14	21	28	28	24	14	18	21	20	24	5	0	0	5
16	24	19	24	21	16	16	18	16	21	3	0	0	3
18	20	19	20	17	11	24	25	20	25	2	0	0	2
14	19	20	20	16	19	24	21	19	24	7	0	0	7
21	22	20	22	21	18	12	8	7	21	0	0	0	0
26	20	22	26	25	20	20	16	8	25	0	0	0	0
AVG			24	AVG					31	AVG			6
MAX			35	MAX					47	MAX			21

Peak Hour Volumes - Wednesdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750	
19	16	15	19	24	24	24	23	22	24	4	0	0	4
15	11	17	17	27	29	28	24	22	29	12	0	0	12
12	12	14	14	23	32	31	24	23	32	2	0	0	2
16	21	21	21	26	29	28	20	22	29	6	0	0	6
17	14	14	17	7	9	12	10	9	12	4	0	0	4
14	20	20	20	17	27	33	20	18	33	1	0	1	1
21	19	19	21	25	25	24	24	23	25	4	0	1	4
18	18	13	18	9	17	25	22	14	25	3	1	0	3
20	15	18	20	24	35	29	20	18	35	12	0	1	12
20	21	27	27	23	24	25	22	19	25	3	0	0	3
27	22	22	27	31	34	29	25	23	34	6	0	0	6
26	23	20	26	33	33	36	32	20	36	8	0	0	8
23	11	16	23	28	30	32	34	25	34	11	0	0	11
29	21	19	29	24	34	36	28	23	36	9	0	0	9
24	19	20	24	25	29	26	19	16	29	6	0	0	6
23	20	23	23	27	28	32	30	23	32	11	0	0	11
23	16	14	23	23	22	35	33	21	35	10	0	0	10
23	25	20	25	23	26	33	35	29	35	12	0	0	12
30	27	20	30	17	23	36	40	29	40	8	0	0	8
31	24	19	31	21	17	26	30	22	30	11	0	0	11
25	26	19	26	26	28	33	34	30	34	6	0	0	6
27	24	25	27	29	35	33	31	24	35	11	0	0	11
25	18	22	25	21	28	31	32	31	32	7	0	16	16
26	27	22	27	26	23	24	33	31	33	9	0	0	9
23	26	20	26	22	34	35	33	29	35	14	0	0	14
26	20	17	26	29	27	21	21	33	33	9	0	0	9
20	18	22	22	23	22	24	31	30	31	6	0	0	6
26	19	16	26	22	21	27	24	19	27	12	0	0	12
18	16	22	22	15	22	31	31	29	31	5	0	0	5
21	18	16	21	14	17	27	28	20	28	10	0	0	10
22	30	22	30	20	23	20	27	24	27	7	0	0	7
22	28	22	28	21	28	31	25	22	31	5	0	0	5
26	25	16	26	24	24	30	28	23	30	4	0	0	4
27	21	21	27	30	28	28	28	22	30	6	0	0	6
34	31	20	34	24	26	25	30	27	30	3	0	0	3
23	29	22	29	31	27	35	35	21	35	5	0	0	5
33	30	23	33	23	32	34	32	26	34	12	0	0	12
27	36	37	37	26	30	33	33	29	33	8	0	0	8
38	42	31	42	22	31	29	28	27	31	6	0	0	6
27	28	22	28	29	30	32	34	24	34	6	0	0	6
20	28	30	30	26	36	42	35	29	42	13	0	0	13
28	29	23	29	21	19	27	30	25	30	6	0	0	6
27	28	18	28	19	27	26	18	16	27	5	0	0	5
22	24	16	24	22	26	28	22	20	28	6	0	0	6
15	20	19	20	23	24	25	24	16	25	5	0	0	5
20	19	18	20	15	22	33	31	18	33	2	0	0	2
16	24	18	24	20	24	30	29	26	30	2	0	0	2
20	18	15	20	17	20	21	22	14	22	4	0	0	4
23	23	22	23	17	17	23	27	16	27	1	0	0	1
12	23	27	27	16	23	22	26	29	29	3	0	0	3
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
AVG			24	AVG					30	AVG			7
MAX			42	MAX					42	MAX			16

Peak Hour Volumes - Thursdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750	
23	27	32	32	28	30	32	32	26	32	8	0	0	8
14	17	21	21	31	30	24	16	10	31	7	0	0	7
11	10	15	15	37	31	27	24	28	37	7	0	0	7
11	12	13	13	35	38	41	32	20	41	11	0	0	11
17	21	21	21	17	21	32	33	24	33	13	0	0	13
18	16	17	18	35	30	29	22	21	35	9	0	2	9
12	17	23	23	24	30	36	29	20	36	5	0	0	5
15	12	18	18	23	27	31	26	20	31	8	0	0	8
9	11	14	14	28	36	31	24	26	36	9	0	0	9
18	16	17	18	22	22	22	19	14	22	11	0	0	11
23	21	24	24	22	30	33	28	26	33	6	0	0	6
29	22	20	29	34	32	26	21	15	34	8	0	0	8
25	22	25	25	35	36	36	32	20	36	11	0	0	11
28	24	19	28	28	23	23	24	23	28	1	0	0	1
24	21	18	24	32	40	36	23	20	40	8	0	0	8
28	24	17	28	17	29	34	26	21	34	9	0	0	9
18	15	19	19	31	35	29	26	18	35	17	0	0	17
22	17	12	22	23	30	36	39	34	39	12	0	0	12
27	21	20	27	21	25	36	31	21	36	13	0	0	13
25	24	26	26	40	26	28	35	26	40	13	0	0	13
30	30	25	30	28	27	34	33	29	34	7	0	0	7
32	23	21	32	28	31	41	42	29	42	7	0	0	7
23	23	22	23	21	25	36	24	17	36	9	0	10	10
25	22	21	25	25	26	30	24	28	30	10	0	0	10
23	17	16	23	26	27	28	20	16	28	12	0	0	12
27	23	19	27	22	30	36	29	23	36	4	0	0	4
22	16	14	22	31	24	26	28	32	32	3	0	0	3
23	24	28	28	24	26	29	25	17	29	11	0	0	11
17	19	26	26	25	29	25	24	27	29	6	0	0	6
24	30	26	30	25	20	18	21	25	25	2	0	0	2
28	32	24	32	22	20	25	31	27	31	10	0	0	10
24	26	17	26	24	15	22	34	27	34	2	0	0	2
27	30	21	30	23	22	27	28	20	28	3	0	0	3
20	23	21	23	27	29	25	28	27	29	2	0	0	2
29	29	18	29	25	30	40	40	29	40	3	0	0	3
23	20	20	23	27	28	29	28	20	29	8	0	0	8
30	36	28	36	23	23	32	43	31	43	8	0	0	8
18	27	27	27	28	26	26	24	24	28	6	0	0	6
29	36	26	36	25	25	27	31	23	31	5	0	0	5
31	31	26	31	25	35	34	24	30	35	6	0	0	6
23	30	36	36	42	48	28	26	32	48	4	0	0	4
22	29	26	29	15	23	26	21	19	26	2	0	0	2
16	30	26	30	20	32	28	14	13	32	4	0	0	4
18	29	20	29	20	26	35	30	18	35	1	0	0	1
16	27	24	27	18	20	33	30	27	33	6	0	0	6
18	26	17	26	15	23	31	24	21	31	9	0	0	9
22	23	24	24	16	18	20	21	16	21	5	0	0	5
19	22	19	22	19	23	29	18	10	29	6	0	0	6
18	21	21	21	16	24	27	23	23	27	3	0	0	3
20	22	16	22	27	20	23	25	19	27	5	0	0	5
9	11	7	11	5	11	8	2	0	11	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
AVG			25	AVG					32	AVG			7
MAX			36	MAX					48	MAX			17

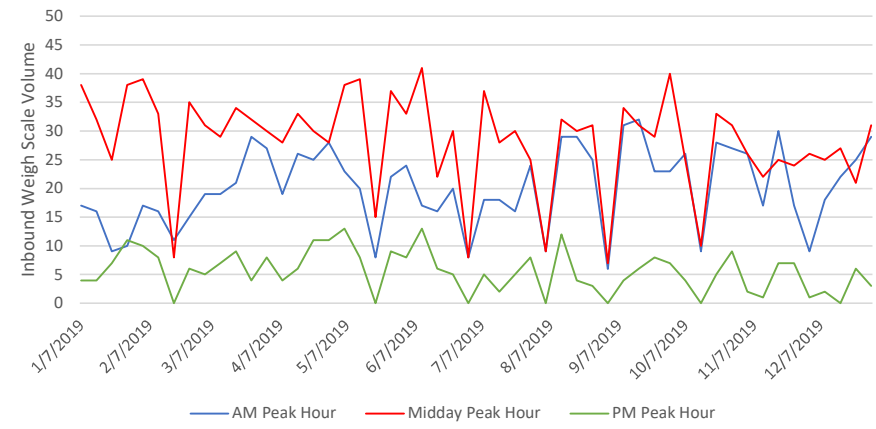
Peak Hour Volumes - Fridays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750	
21	23	23	23	33	34	21	17	20	34	8	0	0	8
20	21	17	21	19	32	33	21	17	33	4	0	0	4
13	12	17	17	30	34	25	20	17	34	6	0	0	6
13	13	18	18	17	22	23	27	27	27	7	0	0	7
12	16	20	20	23	26	24	21	22	26	10	0	3	10
21	20	20	21	25	19	22	25	25	25	7	0	1	7
12	13	27	27	32	30	24	27	25	32	6	0	0	6
17	18	23	23	30	37	23	26	29	37	1	0	0	1
14	16	19	19	14	18	17	20	24	24	5	0	0	5
11	16	16	16	22	24	22	17	20	24	2	0	0	2
22	20	23	23	28	28	27	24	18	28	5	0	0	5
27	29	24	29	33	31	28	25	31	33	8	0	0	8
18	18	21	21	26	29	25	25	20	29	7	0	0	7
30	31	24	31	24	25	28	27	24	28	9	0	0	9
16	13	10	16	14	7	3	1	0	14	0	0	0	0
1	0	12	12	38	39	37	34	24	39	23	0	0	23
30	23	22	30	32	31	28	24	20	32	8	0	0	8
23	23	22	23	23	30	43	37	22	43	10	0	0	10
25	21	23	25	26	27	18	19	25	27	9	0	0	9
29	25	27	29	30	38	34	23	28	38	11	0	0	11
17	18	18	18	21	24	23	19	16	24	7	0	0	7
40	28	30	40	19	24	25	25	25	25	10	0	0	10
23	17	17	23	29	23	19	26	22	29	2	0	4	4
32	34	21	34	28	29	22	23	24	29	5	0	0	5
31	25	19	31	32	33	24	22	22	33	3	0	0	3
26	18	16	26	17	21	26	26	24	26	4	0	0	4
20	16	22	22	23	23	24	25	21	25	4	0	0	4
21	17	23	23	21	22	24	24	22	24	5	0	0	5
18	18	21	21	14	19	14	19	19	19	5	0	0	5
23	25	18	25	20	16	15	22	25	25	3	0	0	3
17	19	26	26	28	33	37	37	29	37	5	0	0	5
27	24	22	27	24	27	23	16	15	27	1	0	0	1
28	24	19	28	15	29	32	25	20	32	3	0	0	3
26	29	31	31	22	28	34	26	23	34	5	0	0	5
22	26	19	26	27	24	26	21	22	27	5	0	0	5
24	26	23	26	19	22	29	26	19	29	8	0	0	8
28	33	30	33	23	31	29	21	22	31	5	0	0	5
26	24	23	26	27	27	25	28	26	28	4	0	0	4
24	22	15	24	27	29	24	19	10	29	2	0	0	2
33	37	24	37	27	34	29	23	21	34	8	0	0	8
30	27	30	30	23	30	30	28	26	30	6	0	0	6
21	30	26	30	20	24	25	24	16	25	5	0	0	5
17	32	26	32	22	25	25	20	15	25	3	0	0	3
14	32	27	32	19	21	21	18	22	22	10	0	0	10
15	22	25	25	18	21	21	18	14	21	8	0	0	8
17	24	19	24	21	30	34	26	17	34	2	0	0	2
15	23	23	23	21	25	22	23	23	25	1	0	0	1
15	23	23	23	23	17	13	14	25	25	4	0	0	4
15	20	18	20	24	20	19	19	18	24	2	0	0	2
20	36	33	36	23	20	14	20	20	23	2	0	0	2
19	23	16	23	16	16	20	29	20	29	8	0	0	8
0	0	0	0	0	0	0	0	0	0	0	0	0	0
AVG			25	AVG					28	AVG			6
MAX			40	MAX					43	MAX			23

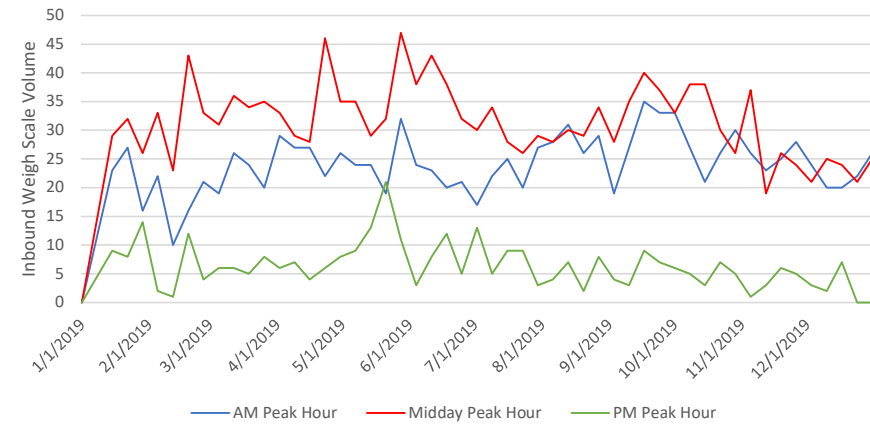
Peak Hour Volumes - Saturdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750	
21	13	13	21	7	5	1	0	0	7	0	0	0	0
5	7	3	7	0	0	0	0	0	0	0	0	0	0
8	6	6	8	0	0	0	0	0	0	0	0	0	0
10	0	1	10	1	0	0	0	0	1	0	0	0	0
5	3	2	5	0	0	0	0	0	0	0	0	0	0
7	11	9	11	0	0	0	0	0	0	0	0	0	0
8	1	3	8	0	0	0	0	0	0	0	0	0	0
7	8	8	8	0	0	0	0	0	0	0	0	0	0
9	4	5	9	0	0	0	0	0	0	0	0	0	0
19	12	3	19	0	0	0	0	0	0	0	0	0	0
8	9	7	9	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	10	8	10	0	0	0	0	0	0	0	0	0	0
8	6	8	8	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	3	1	7	0	0	0	0	0	0	0	0	0	0
20	18	9	20	0	0	0	0	0	0	0	0	0	0
21	12	6	21	0	0	0	0	0	0	0	0	0	0
14	15	12	15	0	0	0	0	0	0	0	0	0	0
19	21	18	21	3	0	0	0	0	3	0	0	0	0
15	18	15	18	0	0	0	0	0	0	0	0	0	0
9	9	9	9	1	0	0	0	0	1	0	0	0	0
11	7	12	12	0	0	0	0	0	0	0	0	0	0
14	9	7	14	0	0	0	0	0	0	0	0	0	0
12	17	18	18	0	0	0	0	0	0	0	0	0	0
17	19	17	19	0	0	0	0	0	0	0	0	0	0
10	16	17	17	0	0	0	0	0	0	0	0	0	0
8	6	10	10	0	0	0	0	0	0	0	0	0	0
10	12	6	12	0	0	0	0	0	0	0	0	0	0
10	8	7	10	0	0	0	0	0	0	0	0	0	0
10	11	11	11	0	0	0	0	0	0	0	0	0	0
10	10	11	11	0	0	0	0	0	0	0	0	0	0
15	12	12	15	0	0	0	0	0	0	0	0	0	0
8	12	11	12	0	0	0	0	0	0	0	0	0	0
13	18	20	20	0	0	0	0	0	0	0	0	0	0
13	12	10	13	0	0	0	0	0	0	0	0	0	0
18	18	17	18	0	0	0	0	0	0	0	0	0	0
12	10	8	12	0	0	0	0	0	0	0	0	0	0
9	10	11	11	0	0	0	0	0	0	0	0	0	0
6	5	12	12	0	0	0	0	0	0	0	0	0	0
8	5	14	14	1	0	0	0	0	1	0	0	0	0
7	8	8	8	0	0	0	0	0	0	0	0	0	0
5	3	2	5	0	0	0	0	0	0	0	0	0	0
4	7	8	8	0	0	0	0	0	0	0	0	0	0
8	4	3	8	0	0	0	0	0	0	0	0	0	0
5	5	11	11	0	0	0	0	0	0	0	0	0	0
4	8	9	9	0	0	0	0	0	0	0	0	0	0
11	12	3	12	0	0	0	0	0	0	0	0	0	0
5	3	2	5	0	0	0	0	0	0	0	0	0	0
12	9	4	12	0	0	0	0	0	0	0	0	0	0
12	10	9	12	8	4	0	0	0	8	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
AVG			11	AVG					0	AVG			0
MAX			21	MAX					8	MAX			0

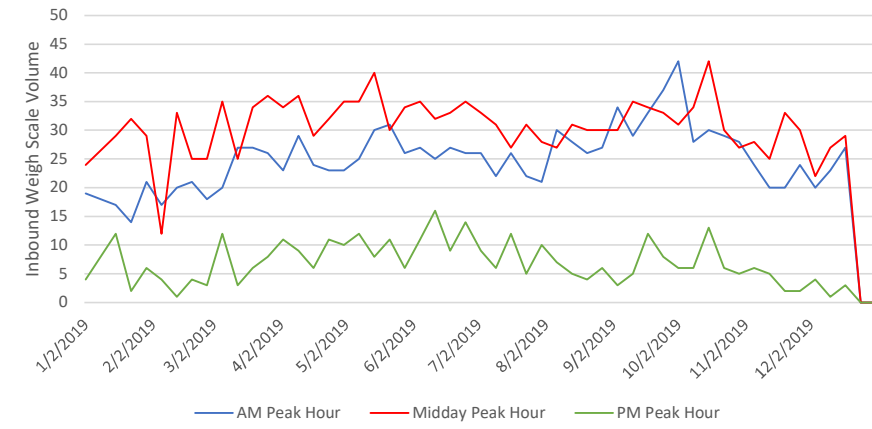
Monday Peak Hour Volumes



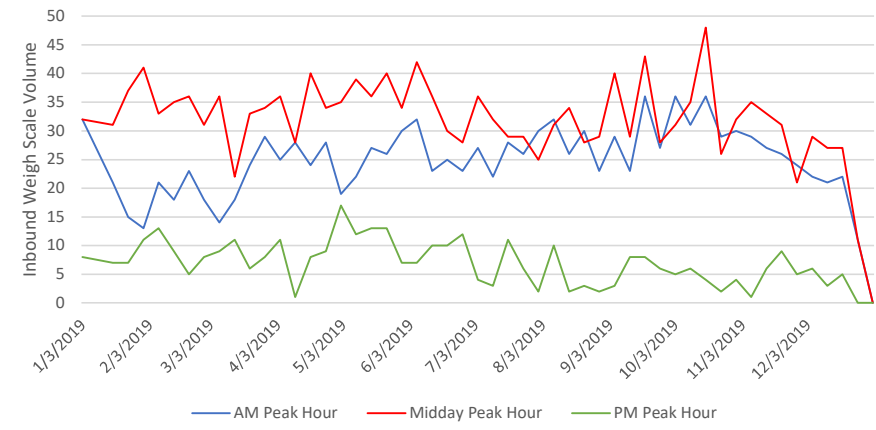
Tuesday Peak Hour Volumes



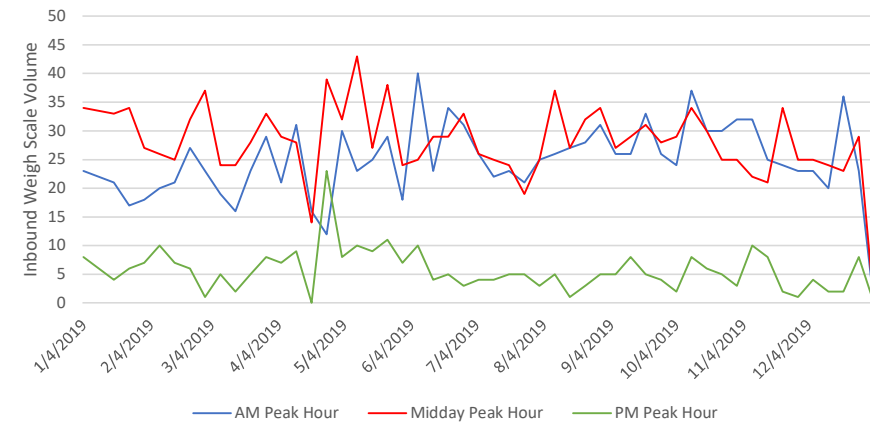
Wednesday Peak Hour Volumes



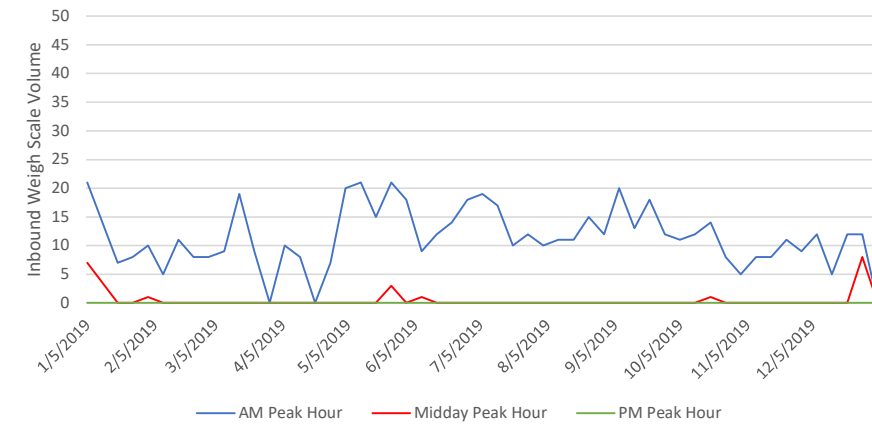
Thursday Peak Hour Volumes



Friday Peak Hour Volumes



Saturday Peak Hour Volumes



Mondays	Tuesdays	Wednesdays	Thursdays	Fridays	Saturdays
1/6/2020	1/7/2020	1/1/2020	1/2/2020	1/3/2020	1/4/2020
1/13/2020	1/14/2020	1/15/2020	1/16/2020	1/17/2020	1/18/2020
1/20/2020	1/21/2020	1/22/2020	1/23/2020	1/24/2020	1/25/2020
1/27/2020	1/28/2020	1/29/2020	1/30/2020	1/31/2020	2/1/2020
2/3/2020	2/4/2020	2/5/2020	2/6/2020	2/7/2020	2/8/2020
2/10/2020	2/11/2020	2/12/2020	2/13/2020	2/14/2020	2/15/2020
2/17/2020	2/18/2020	2/19/2020	2/20/2020	2/21/2020	2/22/2020
2/24/2020	2/25/2020	2/26/2020	2/27/2020	2/28/2020	2/29/2020
3/2/2020	3/3/2020	3/4/2020	3/5/2020	3/6/2020	3/7/2020
3/9/2020	3/10/2020	3/11/2020	3/12/2020	3/13/2020	3/14/2020
3/16/2020	3/17/2020	3/18/2020	3/19/2020	3/20/2020	3/21/2020
3/23/2020	3/24/2020	3/25/2020	3/26/2020	3/27/2020	3/28/2020
3/30/2020	3/31/2020	4/1/2020	4/2/2020	4/3/2020	4/4/2020
4/6/2020	4/7/2020	4/8/2020	4/9/2020	4/10/2020	4/11/2020
4/13/2020	4/14/2020	4/15/2020	4/16/2020	4/17/2020	4/18/2020
4/20/2020	4/21/2020	4/22/2020	4/23/2020	4/24/2020	4/25/2020
4/27/2020	4/28/2020	4/29/2020	4/30/2020	5/1/2020	5/2/2020
5/4/2020	5/5/2020	5/6/2020	5/7/2020	5/8/2020	5/9/2020
5/11/2020	5/12/2020	5/13/2020	5/14/2020	5/15/2020	5/16/2020
5/18/2020	5/19/2020	5/20/2020	5/21/2020	5/22/2020	5/23/2020
5/25/2020	5/26/2020	5/27/2020	5/28/2020	5/29/2020	5/30/2020
6/1/2020	6/2/2020	6/3/2020	6/4/2020	6/5/2020	6/6/2020
6/8/2020	6/9/2020	6/10/2020	6/11/2020	6/12/2020	6/13/2020
6/15/2020	6/16/2020	6/17/2020	6/18/2020	6/19/2020	6/20/2020
6/22/2020	6/23/2020	6/24/2020	6/25/2020	6/26/2020	6/27/2020
6/29/2020	6/30/2020	7/1/2020	7/2/2020	7/3/2020	7/4/2020
7/6/2020	7/7/2020	7/8/2020	7/9/2020	7/10/2020	7/11/2020
7/13/2020	7/14/2020	7/15/2020	7/16/2020	7/17/2020	7/18/2020
7/20/2020	7/21/2020	7/22/2020	7/23/2020	7/24/2020	7/25/2020
7/27/2020	7/28/2020	7/29/2020	7/30/2020	7/31/2020	8/1/2020
8/3/2020	8/4/2020	8/5/2020	8/6/2020	8/7/2020	8/8/2020
8/10/2020	8/11/2020	8/12/2020	8/13/2020	8/14/2020	8/15/2020
8/17/2020	8/18/2020	8/19/2020	8/20/2020	8/21/2020	8/22/2020
8/24/2020	8/25/2020	8/26/2020	8/27/2020	8/28/2020	8/29/2020
8/31/2020	9/1/2020	9/2/2020	9/3/2020	9/4/2020	9/5/2020
9/7/2020	9/8/2020	9/9/2020	9/10/2020	9/11/2020	9/12/2020
9/14/2020	9/15/2020	9/16/2020	9/17/2020	9/18/2020	9/19/2020
9/21/2020	9/22/2020	9/23/2020	9/24/2020	9/25/2020	9/26/2020
9/28/2020	9/29/2020	9/30/2020	10/1/2020	10/2/2020	10/3/2020
10/5/2020	10/6/2020	10/7/2020	10/8/2020	10/9/2020	10/10/2020
10/12/2020	10/13/2020	10/14/2020	10/15/2020	10/16/2020	10/17/2020
10/19/2020	10/20/2020	10/21/2020	10/22/2020	10/23/2020	10/24/2020
10/26/2020	10/27/2020	10/28/2020	10/29/2020	10/30/2020	10/31/2020
11/2/2020	11/3/2020	11/4/2020	11/5/2020	11/6/2020	11/7/2020
11/9/2020	11/10/2020	11/11/2020	11/12/2020	11/13/2020	11/14/2020
11/16/2020	11/17/2020	11/18/2020	11/19/2020	11/20/2020	11/21/2020
11/23/2020	11/24/2020	11/25/2020	11/26/2020	11/27/2020	11/28/2020
11/30/2020	12/1/2020	12/2/2020	12/3/2020	12/4/2020	12/5/2020
12/7/2020	12/8/2020	12/9/2020	12/10/2020	12/11/2020	12/12/2020
12/14/2020	12/15/2020	12/16/2020	12/17/2020	12/18/2020	12/19/2020
12/21/2020	12/22/2020	12/23/2020	12/24/2020	12/25/2020	12/26/2020
12/28/2020	12/29/2020	12/30/2020	12/31/2020	1/1/2021	1/2/2021

Peak Hour Volumes - Mondays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750	
14	27	22	27	20	20	27	18	16	27	4	0	0	4
11	17	16	17	18	13	12	19	21	21	6	0	0	6
16	18	20	20	28	32	24	23	27	32	7	0	0	7
15	24	22	24	14	18	24	26	23	26	8	0	0	8
16	20	16	20	19	20	26	25	18	26	2	0	0	2
19	16	15	19	24	25	22	21	26	26	6	0	0	6
8	2	8	8	9	3	2	0	0	9	0	0	0	0
19	20	22	22	22	21	18	18	18	22	3	0	0	3
15	18	19	19	20	23	24	16	14	24	7	0	0	7
24	31	30	31	18	17	25	26	23	26	7	0	0	7
19	26	30	30	28	24	20	22	24	28	5	0	0	5
22	20	18	22	21	18	27	23	16	27	1	0	0	1
21	29	31	31	27	22	22	21	21	27	4	0	0	4
27	18	9	27	20	15	19	24	17	24	6	0	0	6
24	17	9	24	24	18	21	22	17	24	4	0	0	4
29	28	18	29	24	22	24	26	18	26	6	0	0	6
29	28	19	29	20	24	22	19	17	24	1	0	0	1
29	26	20	29	25	20	20	24	23	25	7	0	0	7
21	23	20	23	23	18	19	21	23	23	6	0	0	6
5	7	9	9	12	3	0	0	0	12	0	0	0	0
23	22	18	23	22	26	20	17	20	26	3	0	0	3
23	20	15	23	19	20	18	16	21	21	5	0	0	5
27	27	19	27	25	22	19	22	24	25	7	0	0	7
21	26	23	26	25	28	28	25	24	28	6	0	0	6
24	24	17	24	24	29	27	20	20	29	4	0	0	4
18	20	19	20	25	27	23	16	19	27	4	0	0	4
23	22	21	23	21	24	32	28	20	32	2	0	0	2
23	24	18	24	18	21	20	28	29	29	1	0	0	1
27	24	13	27	22	28	31	36	27	36	12	0	0	12
18	17	12	18	19	22	30	30	21	30	6	0	0	6
9	5	5	9	6	5	5	1	0	6	0	0	0	0
21	21	20	21	25	26	27	21	20	27	8	0	0	8
20	19	17	20	20	17	22	30	31	31	6	0	0	6
22	21	16	22	28	25	26	22	18	28	7	0	0	7
20	21	18	21	30	27	25	22	24	30	7	0	0	7
11	9	5	11	8	5	2	0	0	8	0	0	0	0
30	19	14	30	21	19	30	29	22	30	7	0	0	7
24	24	24	24	30	28	31	24	18	31	4	0	0	4
23	22	15	23	27	28	29	30	34	34	9	1	0	9
22	25	35	35	25	24	27	30	28	30	10	0	0	10
6	4	4	6	8	5	3	1	0	8	0	0	0	0
23	23	17	23	27	21	13	13	14	27	5	0	0	5
17	20	16	20	30	29	26	17	16	30	1	0	0	1
25	20	16	25	29	22	29	26	18	29	2	0	0	2
23	22	17	23	34	22	27	29	24	34	14	0	0	14
17	20	16	20	30	29	27	24	22	30	12	0	0	12
23	14	13	23	28	25	29	27	19	29	4	0	0	4
28	30	21	30	22	19	19	24	27	27	5	0	0	5
28	25	19	28	30	22	20	22	24	30	4	0	0	4
23	23	22	23	34	27	31	28	20	34	9	0	0	9
17	11	15	17	22	20	29	27	21	29	6	0	0	6
20	14	13	20	15	11	15	18	14	18	3	0	0	3
AVG			22	AVG			26	AVG			5		
MAX			35	MAX			36	MAX			14		

Summary

Maximum AM Peak Hour Weigh Scale Trips: 62
Maximum Midday Peak Hour Weigh Scale Trips: 43
Maximum PM Peak Hour Weigh Scale Trips: 21

Inbound Weigh Scale Hourly Volume Summary - 2021

Day of the Week	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Average	Maximum	Average	Maximum	Average	Maximum
Monday	22	35	26	36	5	14
Tuesday	26	62	30	41	6	21
Wednesday	26	45	28	43	6	15
Thursday	26	48	29	39	6	17
Friday	25	53	26	39	5	18
Saturday	11	30	0	8	0	0
Weekdays	23	62	23	43	5	21

TMC Comparison and scaling only based on 2022 data since that is when the TMC was collected.

Peak Hour Volumes - Tuesdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750	
19	16	12	19	29	28	30	13	13	30	5	0	0	5
15	18	15	18	24	28	19	16	16	28	5	0	0	5
18	21	17	21	24	23	25	22	22	25	5	0	0	5
21	26	17	26	13	20	28	26	25	28	1	0	0	1
21	18	17	21	17	20	25	24	22	25	7	0	0	7
26	26	22	26	20	18	16	20	27	27	10	0	0	10
11	11	20	20	24	26	20	20	23	26	6	0	0	6
24	22	18	24	21	27	27	25	21	27	3	0	0	3
26	21	13	26	27	29	21	20	24	29	4	0	0	4
21	24	24	24	21	21	22	23	18	23	4	0	0	4
27	35	26	35	27	22	23	25	21	27	3	0	0	3
19	25	23	25	40	32	28	16	16	40	4	0	0	4
22	27	22	27	28	26	20	22	24	28	1	0	0	1
26	22	14	26	26	29	28	25	22	29	3	0	0	3
24	17	7	24	15	12	13	21	19	21	2	0	0	2
27	24	18	27	27	23	13	16	14	27	2	0	0	2
30	27	18	30	32	29	24	19	17	32	2	0	0	2
28	24	21	28	24	25	23	20	22	25	8	0	0	8
34	34	23	34	30	25	21	14	18	30	4	0	0	4
30	33	17	33	31	32	18	23	27	32	8	0	0	8
31	30	19	31	30	32	30	23	19	32	7	0	0	7
31	29	20	31	27	33	35	31	23	35	10	0	0	10
26	27	20	27	28	30	32	38	32	38	4	0	0	4
22	26	29	29	29	27	35	33	25	35	6	0	0	6
25	23	22	25	28	32	21	14	23	32	1	0	0	1
24	22	17	24	25	20	26	25	25	26	4	0	0	4
22	27	22	27	22	30	36	34	29	36	8	0	0	8
17	25	19	25	41	34	30	26	26	41	4	0	0	4
19	21	15	21	31	33	30	27	32	33	11	0	0	11
19	19	14	19	17	24	28	26	30	30	2	0	0	2
23	22	16	23	18	26	25	18	25	26	11	0	0	11
29	19	16	29	19	24	32	25	27	32	8	0	0	8
26	23	12	26	19	25	26	19	23	26	5	0	0	5
21	23	17	23	25	25	24	21	25	25	5	0	0	5
20	17	20	20	36	27	21	21	19	36	8	0	0	8
21	23	14	23	33	33	32	29	22	33	7	0	0	7
29	22	23	29	27	29	23	28	33	33	10	0	0	10
22	20	20	22	27	30	33	25	20	33	5	0	0	5
24	27	20	27	32	34	36	31	26	36	9	0	0	9
62	30	43	62	26	25	28	25	30	30	21	2	0	21
15	17	11	17	31	27	20	19	21	31	10	0	0	10
21	19	13	21	25	32	24	13	18	32	16	0	0	16
25	21	14	25	35	36	28	25	25	36	6	0	0	6
24	22	23	24	29	27	33	28	24	33	4	0	0	4
23	22	20	23	26	31	31	25	23	31	6	0	0	6
19	24	23	24	28	27	26	31	26	31	7	0	0	7
29	23	16	29	27	28	34	29	19	34	6	0	0	6
14	18	19	19	18	19	20	21	21	21	0	0	0	0
24	25	17	25	21	21	30	30	27	30	9	0	0	9
27	29	21	29	19	26	28	24	22	28	9	0	0	9
20	23	20	23	25	29	27	19	21	29	9	0	0	9
21	23	14	23	18	23	32	31	20	32	5	0	0	5
AVG			26	AVG					30	AVG			6
MAX			62	MAX					41	MAX			21

Peak Hour Volumes - Wednesdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750	
0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	20	20	20	19	20	25	27	22	27	6	0	0	6
15	29	29	29	18	19	21	18	19	21	5	0	0	5
17	20	16	20	22	23	24	32	34	34	1	0	0	1
18	25	26	26	20	20	21	18	20	21	4	0	0	4
23	20	12	23	21	21	19	20	20	21	8	0	0	8
22	16	12	22	18	16	17	18	20	20	9	0	0	9
26	26	19	26	17	20	20	24	22	24	7	0	0	7
26	21	18	26	22	23	25	25	21	25	5	0	0	5
21	25	24	25	19	19	17	20	22	22	4	0	0	4
16	25	23	25	16	20	24	25	20	25	6	0	0	6
23	19	16	23	27	29	30	18	17	30	4	0	0	4
19	31	31	31	26	25	18	18	18	26	4	0	0	4
23	24	15	24	11	14	23	29	18	29	4	0	0	4
25	16	9	25	20	18	21	17	12	21	3	0	0	3
26	28	22	28	20	27	25	16	14	27	1	0	0	1
29	37	24	37	31	27	18	21	22	31	0	0	0	0
28	23	19	28	16	21	31	31	23	31	3	0	1	3
25	21	21	25	12	22	32	25	16	32	4	0	0	4
22	21	23	23	33	34	30	27	29	34	6	0	0	6
27	31	22	31	33	31	27	22	21	33	6	0	0	6
33	27	23	33	19	26	25	24	29	29	9	0	0	9
26	26	28	28	23	26	30	37	33	37	5	0	0	5
24	28	24	28	29	33	36	37	35	37	8	0	0	8
29	24	19	29	20	25	28	24	22	28	6	0	0	6
23	12	10	23	5	7	8	2	0	8	0	0	0	0
26	27	18	27	20	29	36	31	24	36	8	0	0	8
24	23	14	24	25	27	22	28	31	31	6	0	0	6
23	26	16	26	17	23	27	30	29	30	5	0	0	5
18	17	16	18	23	22	31	33	25	33	4	0	0	4
29	25	21	29	19	24	35	32	25	35	11	0	0	11
18	21	16	21	19	22	31	34	30	34	5	0	0	5
24	33	27	33	19	18	28	33	31	33	6	0	0	6
19	19	13	19	18	19	20	21	23	23	8	0	0	8
20	21	17	21	28	28	27	29	26	29	8	0	0	8
28	24	16	28	30	30	31	27	22	31	15	0	0	15
38	27	26	38	24	29	29	24	20	29	12	0	0	12
26	19	22	26	19	21	28	26	25	28	10	0	0	10
30	26	19	30	27	27	25	22	22	27	6	0	0	6
36	45	44	45	22	33	43	33	33	43	7	0	0	7
16	28	27	28	20	24	29	20	14	29	8	0	0	8
24	21	14	24	23	29	22	22	22	29	7	0	0	7
20	14	19	20	28	30	35	30	23	35	8	0	0	8
26	28	27	28	22	27	29	28	27	29	4	0	0	4
27	25	25	27	21	23	31	33	30	33	5	0	0	5
21	28	20	28	22	34	37	34	24	37	6	0	0	6
25	18	12	25	19	26	24	24	23	26	6	0	0	6
23	28	19	28	21	22	21	17	12	22	4	0	0	4
22	17	22	22	16	16	24	25	26	26	6	0	0	6
22	25	21	25	21	29	22	15	19	29	5	0	0	5
20	21	19	21	25	32	26	14	17	32	10	0	0	10
23	21	13	23	17	24	24	21	21	24	8	0	0	8
AVG			26	AVG					28	AVG			6
MAX			45	MAX					43	MAX			15

Peak Hour Volumes - Thursdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour					
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.583	0.640	0.688		0.708
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750		
19	25	18	25	21	20	28	25	21	28	4	0	0	4	
18	20	18	20	25	18	23	24	26	26	5	0	0	5	
16	24	25	25	21	17	17	19	12	21	4	0	0	4	
20	22	22	22	20	24	32	24	22	32	7	0	0	7	
17	20	29	29	23	18	19	16	18	23	5	0	0	5	
18	22	19	22	16	24	25	20	22	25	6	0	0	6	
17	24	21	24	19	21	17	24	27	27	7	0	0	7	
13	10	11	13	15	24	23	19	19	24	3	0	0	3	
26	30	21	30	21	19	26	27	20	27	3	0	0	3	
24	22	21	24	20	27	23	24	18	27	4	0	0	4	
23	21	18	23	25	26	23	25	22	26	2	0	0	2	
25	25	25	25	22	27	24	21	17	27	4	0	0	4	
24	33	27	33	29	20	13	18	25	29	3	0	0	3	
27	25	18	27	17	21	23	18	18	23	4	0	0	4	
25	22	18	25	20	21	17	14	16	21	0	0	0	0	
27	23	19	27	20	23	22	20	17	23	3	0	0	3	
27	31	25	31	21	19	21	22	26	26	1	0	0	1	
32	28	16	32	27	26	17	18	20	27	1	0	0	1	
26	30	31	31	20	23	22	19	19	23	9	0	0	9	
29	23	21	29	22	20	33	29	25	33	4	0	0	4	
27	28	14	28	25	30	30	26	24	30	0	0	0	0	
20	22	20	22	22	30	25	18	19	30	10	0	0	10	
25	20	21	25	30	37	32	29	21	37	8	0	0	8	
31	26	23	31	24	26	29	25	26	29	5	0	0	5	
23	21	21	23	22	20	23	30	30	30	4	0	0	4	
17	20	21	21	18	19	23	24	27	27	6	0	0	6	
26	23	15	26	27	26	31	27	19	31	3	0	0	3	
22	22	12	22	26	29	23	20	21	29	5	0	0	5	
23	20	17	23	25	20	27	36	25	36	3	0	0	3	
16	14	14	16	28	25	21	20	21	28	12	0	0	12	
28	23	24	28	23	22	31	31	26	31	17	0	0	17	
27	24	18	27	23	29	25	20	24	29	8	0	0	8	
24	25	18	25	20	20	28	25	21	28	7	0	0	7	
16	14	15	16	28	25	26	25	29	29	3	0	0	3	
23	22	23	23	33	23	29	26	25	33	15	0	0	15	
25	20	16	25	21	22	25	25	24	25	7	0	0	7	
32	27	20	32	22	31	26	23	24	31	9	0	0	9	
31	23	21	31	20	25	30	30	30	30	10	0	0	10	
25	26	36	36	26	32	28	18	22	32	4	0	0	4	
48	39	37	48	30	21	21	29	39	39	10	0	0	10	
22	19	12	22	24	21	21	22	18	24	10	0	0	10	
20	23	21	23	21	26	25	18	21	26	7	0	0	7	
25	22	20	25	26	30	34	22	22	34	11	0	0	11	
27	22	18	27	26	27	27	25	24	27	13	0	0	13	
24	21	16	24	26	26	30	24	15	30	13	0	0	13	
21	25	21	25	20	25	28	25	28	28	10	0	0	10	
30	28	20	30	26	34	38	30	23	38	10	0	0	10	
26	28	25	28	29	28	28	23	20	29	12	0	0	12	
24	30	21	30	31	36	30	23	24	36	10	0	0	10	
21	21	19	21	27	28	26	27	27	28	5	0	0	5	
25	21	20	25	25	23	21	13	10	25	0	0	0	0	
18	15	18	18	19	26	29	21	17	29	0	0	0	0	
AVG			26	AVG					29	AVG			6	
MAX			48	MAX					39	MAX			17	

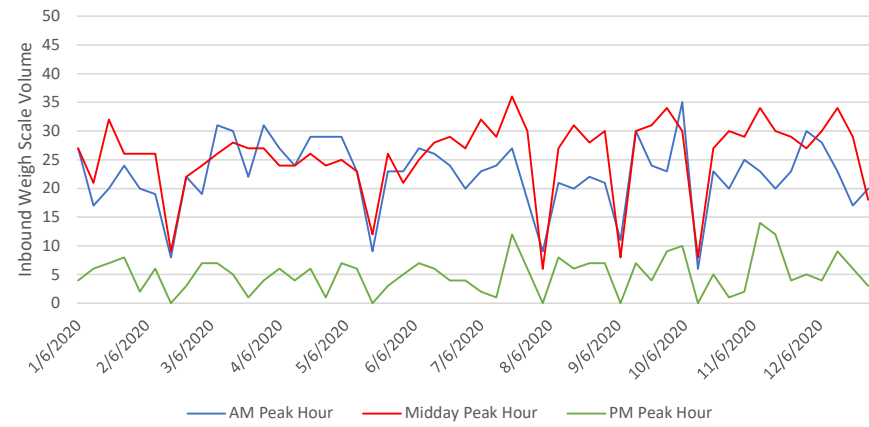
Peak Hour Volumes - Fridays

AM Peak Hour				Midday Peak Hour					PM Peak Hour					
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.583	0.640	0.688		0.708
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750		
21	27	26	27	16	19	15	22	26	26	3	0	0	3	
13	24	32	32	25	29	23	21	21	29	2	0	0	2	
22	22	16	22	19	16	21	25	22	25	3	0	0	3	
21	30	26	30	16	26	38	35	25	38	1	0	0	1	
15	25	22	25	23	25	20	18	21	25	5	0	0	5	
12	19	19	19	17	19	18	23	21	23	4	0	0	4	
19	19	23	23	22	23	21	19	21	23	3	0	0	3	
14	15	23	23	16	14	11	18	23	23	4	0	0	4	
18	25	28	28	23	24	19	18	18	24	4	0	0	4	
15	22	22	22	20	22	24	25	24	25	1	0	0	1	
21	28	24	28	18	19	24	24	24	24	1	0	0	1	
33	21	19	33	18	21	15	21	20	21	1	0	0	1	
23	35	33	35	24	29	29	27	22	29	2	0	0	2	
7	4	3	7	14	10	2	0	0	14	0	0	0	0	
24	27	19	27	17	17	23	21	17	23	0	0	0	0	
24	23	18	24	23	28	20	18	18	28	0	0	0	0	
22	26	23	26	18	17	22	22	20	22	1	0	0	1	
17	20	15	20	16	23	29	25	20	29	7	0	0	7	
30	25	20	30	20	23	26	30	28	30	3	0	0	3	
24	24	21	24	23	21	24	23	30	30	5	0	0	5	
30	33	21	33	20	20	24	20	19	24	3	0	0	3	
23	28	18	28	28	33	39	38	39	39	10	0	0	10	
26	32	22	32	27	25	35	35	26	35	4	0	0	4	
23	20	25	25	23	29	27	23	23	29	8	0	0	8	
24	27	25	27	16	20	26	25	33	33	4	0	0	4	
19	20	19	20	23	22	20	23	23	23	13	0	0	13	
25	24	20	25	24	27	28	28	31	31	2	0	0	2	
22	20	15	22	20	21	29	27	20	29	3	0	0	3	
26	25	19	26	14	19	25	30	27	30	3	0	0	3	
18	20	20	20	24	27	17	15	16	27	6	0	0	6	
26	15	21	26	21	23	27	24	23	27	10	0	0	10	
25	24	18	25	20	25	30	22	26	30	4	0	0	4	
28	26	25	28	24	31	28	27	30	31	6	0	0	6	
18	17	21	21	26	20	23	33	31	33	5	0	0	5	
33	32	23	33	21	21	23	24	21	24	8	0	0	8	
31	33	31	33	28	27	21	24	29	29	12	0	0	12	
26	27	30	30	26	29	29	26	24	29	4	0	0	4	
30	23	23	30	26	31	25	17	15	31	12	0	0	12	
53	34	37	53	22	27	21	29	29	29	18	0	0	18	
24	24	12	24	27	20	22	25	24	27	8	0	0	8	
24	18	18	24	20	22	22	21	26	26	11	0	0	11	
21	16	18	21	25	25	22	21	22	25	5	0	0	5	
28	19	21	28	19	22	24	23	22	24	9	0	0	9	
26	20	16	26	23	24	27	25	23	27	3	0	0	3	
23	29	27	29	22	25	21	24	22	25	6	0	0	6	
26	24	19	26	32	29	24	23	19	32	11	0	0	11	
29	22	17	29	23	22	20	22	27	27	2	0	0	2	
23	22	19	23	26	25	17	17	20	26	11	0	0	11	
22	29	23	29	23	25	30	28	28	30	4	0	0	4	
17	16	13	17	24	20	20	26	23	26	8	0	0	8	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AVG			25	AVG					26	AVG			5	
MAX			53	MAX					39	MAX			18	

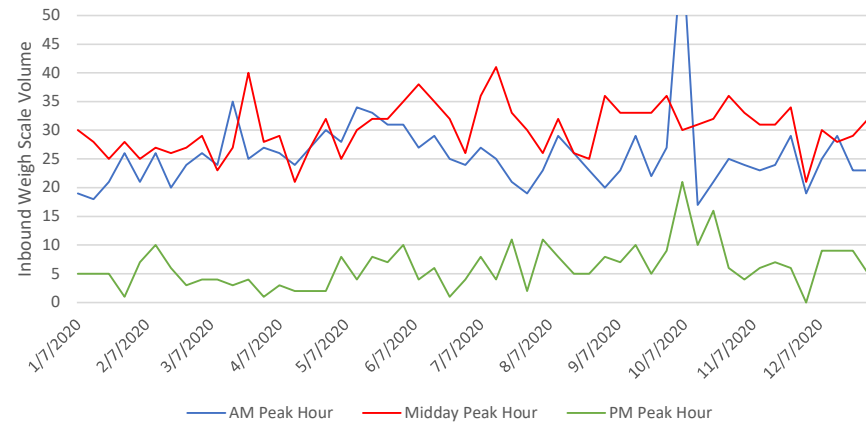
Peak Hour Volumes - Saturdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750	
5	4	3	5	8	2	0	0	0	8	0	0	0	0
2	3	3	3	0	0	0	0	0	0	0	0	0	0
4	4	9	9	0	0	0	0	0	0	0	0	0	0
4	4	3	4	0	0	0	0	0	0	0	0	0	0
5	5	4	5	0	0	0	0	0	0	0	0	0	0
3	3	3	3	0	0	0	0	0	0	0	0	0	0
9	12	7	12	0	0	0	0	0	0	0	0	0	0
4	2	7	7	0	0	0	0	0	0	0	0	0	0
8	6	2	8	0	0	0	0	0	0	0	0	0	0
5	4	2	5	0	0	0	0	0	0	0	0	0	0
5	2	3	5	0	0	0	0	0	0	0	0	0	0
2	5	8	8	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	19	9	19	0	0	0	0	0	0	0	0	0	0
19	14	9	19	0	0	0	0	0	0	0	0	0	0
9	10	4	10	1	0	0	0	0	1	0	0	0	0
16	19	7	19	0	0	0	0	0	0	0	0	0	0
12	12	6	12	0	0	0	0	0	0	0	0	0	0
21	24	11	24	0	0	0	0	0	0	0	0	0	0
17	21	11	21	0	0	0	0	0	0	0	0	0	0
9	11	6	11	0	0	0	0	0	0	0	0	0	0
17	21	7	21	0	0	0	0	0	0	0	0	0	0
10	13	12	13	1	0	0	0	0	1	0	0	0	0
12	14	6	14	0	0	0	0	0	0	0	0	0	0
9	7	6	9	0	0	0	0	0	0	0	0	0	0
12	14	4	14	0	0	0	0	0	0	0	0	0	0
13	11	4	13	0	0	0	0	0	0	0	0	0	0
14	19	11	19	0	0	0	0	0	0	0	0	0	0
16	18	8	18	0	0	0	0	0	0	0	0	0	0
15	20	9	20	0	0	0	0	0	0	0	0	0	0
14	20	10	20	0	0	0	0	0	0	0	0	0	0
22	30	11	30	0	0	0	0	0	0	0	0	0	0
14	17	7	17	0	0	0	0	0	0	0	0	0	0
20	19	11	20	0	0	0	0	0	0	0	0	0	0
9	7	1	9	1	0	0	0	0	1	0	0	0	0
1	14	21	21	0	0	0	0	0	0	0	0	0	0
16	19	8	19	0	0	0	0	0	0	0	0	0	0
22	30	13	30	2	0	0	0	0	2	0	0	0	0
11	3	3	11	0	0	0	0	0	0	0	0	0	0
11	13	4	13	0	0	0	0	0	0	0	0	0	0
9	7	6	9	0	0	0	0	0	0	0	0	0	0
9	8	6	9	0	0	0	0	0	0	0	0	0	0
7	9	9	9	0	0	0	0	0	0	0	0	0	0
3	6	9	9	7	5	5	3	0	7	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
AVG			11	AVG					0	AVG			0
MAX			30	MAX					8	MAX			0

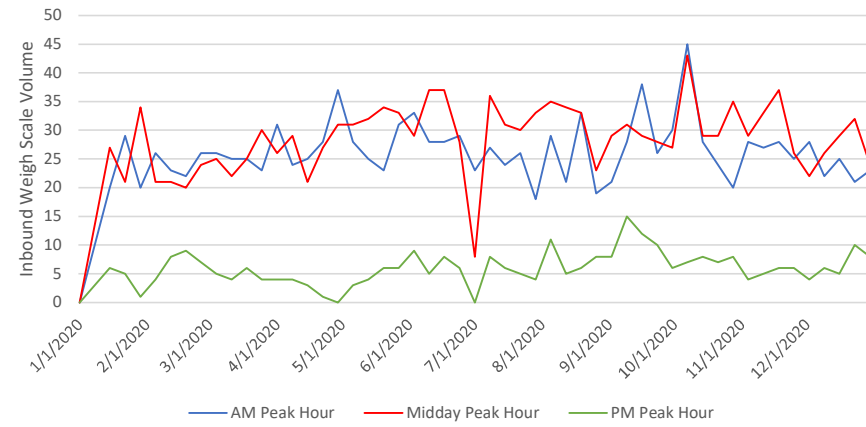
Monday Peak Hour Volumes



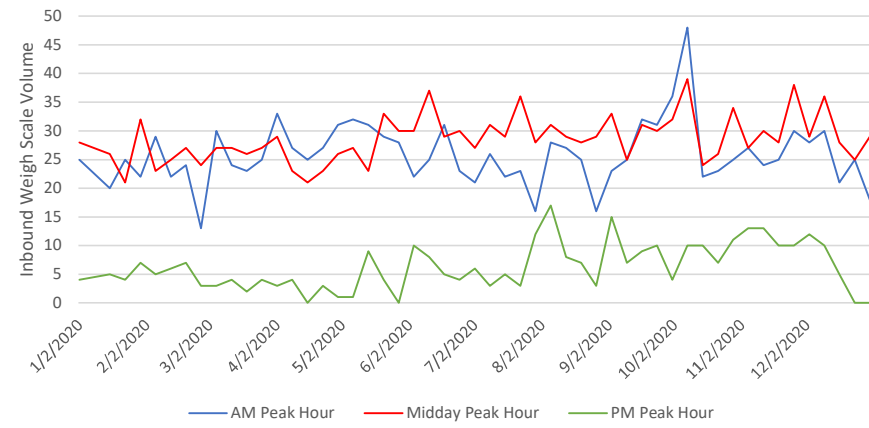
Tuesday Peak Hour Volumes



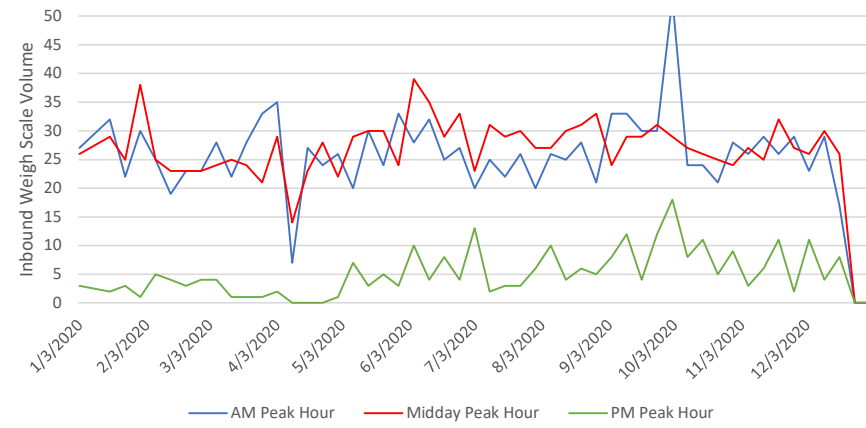
Wednesday Peak Hour Volumes



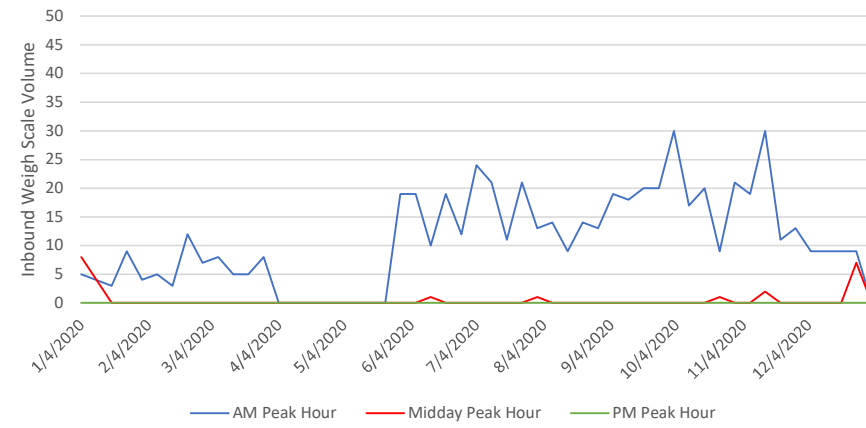
Thursday Peak Hour Volumes



Friday Peak Hour Volumes



Saturday Peak Hour Volumes



Mondays	Tuesdays	Wednesdays	Thursdays	Fridays	Saturdays
1/4/2021	1/5/2021	1/6/2021	1/7/2021	1/1/2021	1/2/2021
1/11/2021	1/12/2021	1/13/2021	1/14/2021	1/8/2021	1/9/2021
1/18/2021	1/19/2021	1/20/2021	1/21/2021	1/15/2021	1/16/2021
1/25/2021	1/26/2021	1/27/2021	1/28/2021	1/22/2021	1/23/2021
2/1/2021	2/2/2021	2/3/2021	2/4/2021	1/29/2021	1/30/2021
2/8/2021	2/9/2021	2/10/2021	2/11/2021	2/5/2021	2/6/2021
2/15/2021	2/16/2021	2/17/2021	2/18/2021	2/12/2021	2/13/2021
2/22/2021	2/23/2021	2/24/2021	2/25/2021	2/19/2021	2/20/2021
3/1/2021	3/2/2021	3/3/2021	3/4/2021	2/26/2021	2/27/2021
3/8/2021	3/9/2021	3/10/2021	3/11/2021	3/5/2021	3/6/2021
3/15/2021	3/16/2021	3/17/2021	3/18/2021	3/12/2021	3/13/2021
3/22/2021	3/23/2021	3/24/2021	3/25/2021	3/19/2021	3/20/2021
3/29/2021	3/30/2021	3/31/2021	4/1/2021	3/26/2021	3/27/2021
4/5/2021	4/6/2021	4/7/2021	4/8/2021	4/2/2021	4/3/2021
4/12/2021	4/13/2021	4/14/2021	4/15/2021	4/9/2021	4/10/2021
4/19/2021	4/20/2021	4/21/2021	4/22/2021	4/16/2021	4/17/2021
4/26/2021	4/27/2021	4/28/2021	4/29/2021	4/23/2021	4/24/2021
5/3/2021	5/4/2021	5/5/2021	5/6/2021	4/30/2021	5/1/2021
5/10/2021	5/11/2021	5/12/2021	5/13/2021	5/7/2021	5/8/2021
5/17/2021	5/18/2021	5/19/2021	5/20/2021	5/14/2021	5/15/2021
5/24/2021	5/25/2021	5/26/2021	5/27/2021	5/21/2021	5/22/2021
5/31/2021	6/1/2021	6/2/2021	6/3/2021	5/28/2021	5/29/2021
6/7/2021	6/8/2021	6/9/2021	6/10/2021	6/4/2021	6/5/2021
6/14/2021	6/15/2021	6/16/2021	6/17/2021	6/11/2021	6/12/2021
6/21/2021	6/22/2021	6/23/2021	6/24/2021	6/18/2021	6/19/2021
6/28/2021	6/29/2021	6/30/2021	7/1/2021	6/25/2021	6/26/2021
7/5/2021	7/6/2021	7/7/2021	7/8/2021	7/2/2021	7/3/2021
7/12/2021	7/13/2021	7/14/2021	7/15/2021	7/9/2021	7/10/2021
7/19/2021	7/20/2021	7/21/2021	7/22/2021	7/16/2021	7/17/2021
7/26/2021	7/27/2021	7/28/2021	7/29/2021	7/23/2021	7/24/2021
8/2/2021	8/3/2021	8/4/2021	8/5/2021	7/30/2021	7/31/2021
8/9/2021	8/10/2021	8/11/2021	8/12/2021	8/6/2021	8/7/2021
8/16/2021	8/17/2021	8/18/2021	8/19/2021	8/13/2021	8/14/2021
8/23/2021	8/24/2021	8/25/2021	8/26/2021	8/20/2021	8/21/2021
8/30/2021	8/31/2021	9/1/2021	9/2/2021	8/27/2021	8/28/2021
9/6/2021	9/7/2021	9/8/2021	9/9/2021	9/3/2021	9/4/2021
9/13/2021	9/14/2021	9/15/2021	9/16/2021	9/10/2021	9/11/2021
9/20/2021	9/21/2021	9/22/2021	9/23/2021	9/17/2021	9/18/2021
9/27/2021	9/28/2021	9/29/2021	9/30/2021	9/24/2021	9/25/2021
10/4/2021	10/5/2021	10/6/2021	10/7/2021	10/1/2021	10/2/2021
10/11/2021	10/12/2021	10/13/2021	10/14/2021	10/8/2021	10/9/2021
10/18/2021	10/19/2021	10/20/2021	10/21/2021	10/15/2021	10/16/2021
10/25/2021	10/26/2021	10/27/2021	10/28/2021	10/22/2021	10/23/2021
11/1/2021	11/2/2021	11/3/2021	11/4/2021	10/29/2021	10/30/2021
11/8/2021	11/9/2021	11/10/2021	11/11/2021	11/5/2021	11/6/2021
11/15/2021	11/16/2021	11/17/2021	11/18/2021	11/12/2021	11/13/2021
11/22/2021	11/23/2021	11/24/2021	11/25/2021	11/19/2021	11/20/2021
11/29/2021	11/30/2021	12/1/2021	12/2/2021	11/26/2021	11/27/2021
12/6/2021	12/7/2021	12/8/2021	12/9/2021	12/3/2021	12/4/2021
12/13/2021	12/14/2021	12/15/2021	12/16/2021	12/10/2021	12/11/2021
12/20/2021	12/21/2021	12/22/2021	12/23/2021	12/17/2021	12/18/2021
12/27/2021	12/28/2021	12/29/2021	12/30/2021	12/24/2021	12/25/2021

Peak Hour Volumes - Mondays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am		11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
23	21	20	23	21	14	18	21	20	21	6	0	0	6
12	19	19	19	30	22	24	22	15	30	5	0	0	5
23	22	16	23	22	24	18	17	18	24	3	0	0	3
16	18	16	18	26	19	23	24	24	26	7	0	0	7
16	17	19	19	30	31	20	18	20	31	4	0	0	4
22	19	13	22	21	27	24	20	26	27	9	0	0	9
9	8	5	9	4	6	5	1	0	6	0	0	0	0
12	9	10	12	22	23	20	18	20	23	8	0	0	8
17	18	14	18	28	27	32	36	28	36	6	0	0	6
20	16	18	20	32	30	31	32	26	32	7	0	0	7
14	16	14	16	25	28	26	28	25	28	7	0	0	7
18	22	27	27	23	24	27	27	22	27	9	0	0	9
28	17	11	28	34	25	33	34	31	34	7	0	0	7
17	16	21	17	30	25	25	25	21	30	13	0	0	13
18	17	23	23	25	24	23	20	19	25	12	2	0	12
16	16	16	16	30	26	22	20	18	30	9	0	0	9
11	14	19	19	26	26	23	20	21	26	12	0	0	12
21	19	9	21	29	30	28	22	23	30	5	0	0	5
14	23	23	23	31	31	18	19	26	31	6	0	0	6
18	19	19	19	22	18	21	26	26	26	12	0	0	12
16	15	4	16	6	4	4	0	0	6	0	0	0	0
16	19	18	19	23	28	25	17	28	28	7	0	0	7
15	22	18	22	29	25	18	17	19	29	9	0	0	9
18	21	18	21	22	16	14	25	27	27	9	0	0	9
22	19	14	22	17	19	19	28	28	28	8	0	0	8
21	19	16	21	20	25	21	22	28	28	6	0	0	6
20	17	17	20	14	23	25	27	25	27	5	0	0	5
22	22	17	22	24	28	28	17	15	28	10	0	0	10
23	15	8	23	20	23	20	23	25	25	8	0	0	8
22	18	12	22	24	19	23	23	23	24	11	0	0	11
6	5	7	7	13	8	4	0	0	13	0	0	0	0
21	19	19	21	22	21	26	28	21	28	7	0	0	7
24	21	19	24	20	26	28	23	25	28	4	0	0	4
22	20	17	22	25	22	22	25	29	29	5	0	0	5
16	23	20	23	33	24	20	24	26	33	20	0	0	20
6	3	5	6	9	10	3	0	0	10	0	0	0	0
19	28	25	28	44	36	28	25	27	44	13	0	0	13
22	21	17	22	35	33	29	29	28	35	14	0	0	14
24	21	17	24	38	32	20	24	31	38	18	0	0	18
22	15	11	22	29	27	19	20	22	29	6	0	0	6
8	3	2	8	11	6	3	1	0	11	0	0	0	0
19	21	17	21	36	34	31	26	23	36	22	0	0	22
24	20	19	24	27	23	20	19	26	27	7	0	0	7
23	23	15	23	22	16	23	25	26	26	16	0	0	16
18	18	17	18	21	16	22	26	21	26	4	0	0	4
14	19	18	19	22	22	24	23	21	24	9	0	0	9
17	20	19	20	22	18	15	13	16	22	3	0	0	3
13	19	18	19	24	23	12	9	14	24	3	0	0	3
12	13	13	13	18	13	13	16	22	22	7	0	0	7
14	17	17	17	17	17	16	13	12	17	9	0	0	9
13	18	12	18	18	17	20	11	10	20	4	0	0	4
4	1	2	4	14	14	6	3	0	14	0	0	0	0
			AVG	19					AVG	26			8
			MAX	28					MAX	44			22

Summary

Maximum AM Peak Hour Weigh Scale Trips: 39
Maximum Midday Peak Hour Weigh Scale Trips: 45
Maximum PM Peak Hour Weigh Scale Trips: 30

Inbound Weigh Scale Hourly Volume Summary - 2021

Day of the Week	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Average	Maximum	Average	Maximum	Average	Maximum
Monday	19	28	26	44	8	22
Tuesday	22	33	32	45	9	29
Wednesday	24	39	29	39	8	18
Thursday	23	31	30	42	10	30
Friday	22	32	26	40	7	23
Saturday	9	16	0	12	0	5
Weekdays	20	39	24	45	7	30

TMC Comparison and scaling only based on 2022 data since that is when the TMC was collected.

Peak Hour Volumes - Tuesdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750	
20	17	14	20	27	29	26	21	25	29	3	0	0	3
20	23	18	23	34	25	20	17	22	34	5	0	0	5
28	20	17	28	31	24	26	26	25	31	4	0	0	4
19	18	11	19	22	16	16	19	17	22	6	0	0	6
21	18	17	21	25	27	25	23	19	27	10	0	0	10
14	15	14	15	30	22	30	29	23	30	3	0	0	3
6	5	9	9	14	17	21	19	19	21	4	0	0	4
20	21	16	21	20	19	23	30	27	30	7	0	0	7
17	17	18	18	27	30	40	40	28	40	5	0	0	5
16	18	17	18	28	36	37	27	24	37	4	0	0	4
28	21	20	28	36	35	31	27	19	36	4	0	0	4
23	25	26	26	35	45	44	32	24	45	8	0	0	8
32	25	18	32	32	37	31	24	27	37	7	0	0	7
24	20	21	24	27	32	38	29	22	38	13	0	0	13
26	18	21	26	25	33	31	24	21	33	11	0	0	11
23	20	21	23	31	34	34	25	17	34	4	1	0	4
19	19	21	21	33	36	26	22	30	36	9	0	0	9
15	22	21	22	27	26	24	29	28	29	4	0	0	4
17	17	17	17	24	28	26	23	22	28	7	0	0	7
19	27	25	27	22	21	21	24	33	33	15	0	0	15
17	15	11	17	24	25	29	32	37	37	22	0	0	22
24	27	23	27	27	28	27	28	29	29	7	0	0	7
19	21	23	23	18	27	28	21	22	28	12	0	0	12
21	18	11	21	22	24	24	25	31	31	13	0	0	13
25	15	9	25	17	16	16	25	32	32	8	0	0	8
19	15	15	19	14	19	26	31	36	36	15	0	0	15
17	13	16	17	27	21	15	20	22	27	15	0	0	15
26	16	12	26	24	16	29	31	27	31	16	0	0	16
26	29	14	29	28	26	25	30	27	30	7	0	0	7
26	18	11	26	26	22	24	28	33	33	8	0	0	8
26	21	18	26	17	24	27	26	23	27	12	0	0	12
24	21	21	24	27	25	20	22	30	30	5	0	0	5
21	24	24	24	21	14	20	27	31	31	11	0	0	11
20	17	15	20	27	29	28	31	39	39	11	0	0	11
28	19	17	28	36	33	38	40	39	40	29	2	0	29
16	21	23	23	26	30	34	31	33	34	12	0	0	12
33	27	18	33	28	30	42	42	34	42	17	0	0	17
25	18	16	25	26	21	27	35	30	35	12	0	0	12
30	21	17	30	31	30	23	26	36	36	15	0	0	15
27	26	17	27	27	31	33	38	40	40	15	0	0	15
25	22	19	25	34	32	27	28	33	34	13	0	0	13
20	17	23	23	33	37	38	33	26	38	14	0	0	14
16	15	19	19	25	25	29	26	21	29	6	0	0	6
17	20	24	24	35	37	30	28	32	37	10	0	0	10
11	15	24	24	33	33	30	23	25	33	7	0	0	7
20	23	19	23	29	26	23	17	19	29	8	0	0	8
13	16	18	18	34	28	29	20	14	34	6	0	0	6
13	14	12	14	24	16	15	15	15	24	3	0	0	3
10	11	13	13	24	14	24	26	20	26	4	0	0	4
13	19	13	19	21	18	23	19	14	23	1	0	0	1
8	12	11	12	15	20	19	9	14	20	0	0	0	0
15	14	7	15	25	18	13	15	9	25	0	0	0	0
AVG			22	AVG					32	AVG			9
MAX			33	MAX					45	MAX			29

Peak Hour Volumes - Wednesdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750	
34	26	10	34	24	23	24	21	23	24	6	0	0	6
24	22	19	24	21	27	28	23	23	28	4	0	0	4
25	24	18	25	22	22	24	16	16	24	8	0	0	8
30	25	25	30	15	21	25	24	23	25	11	0	0	11
13	16	23	23	25	27	23	25	24	27	3	0	0	3
21	25	18	25	19	20	25	24	16	25	2	0	0	2
17	19	19	19	30	31	30	25	22	31	5	0	0	5
21	21	18	21	27	30	30	32	31	32	4	0	0	4
20	20	19	20	24	27	26	25	27	27	7	0	0	7
18	15	18	18	22	28	29	25	23	29	7	0	0	7
24	19	16	24	25	29	27	22	19	29	6	0	0	6
28	28	25	28	26	25	34	26	19	34	14	0	0	14
25	24	19	25	32	36	30	21	18	36	10	0	0	10
25	24	20	25	24	26	28	22	18	28	12	0	0	12
21	27	24	27	20	27	30	25	20	30	7	0	0	7
18	23	28	28	30	29	18	21	27	30	13	0	0	13
12	23	26	26	29	28	29	24	24	29	12	0	0	12
22	27	28	28	30	30	25	26	23	30	9	0	0	9
16	19	19	19	25	32	30	30	30	32	12	0	0	12
15	23	21	23	20	20	19	29	33	33	12	0	0	12
22	26	29	29	26	24	27	25	24	27	12	0	0	12
21	18	18	21	22	25	29	27	24	29	7	0	0	7
20	30	26	30	22	18	19	19	20	22	8	0	0	8
17	23	28	28	20	18	21	27	36	36	10	0	0	10
17	12	12	17	24	22	18	14	19	24	8	0	0	8
20	15	12	20	16	15	22	27	27	27	9	0	0	9
18	15	18	18	29	23	21	20	17	29	11	0	0	11
25	17	14	25	21	20	21	20	28	28	8	0	0	8
27	20	17	27	24	30	28	20	16	30	12	0	0	12
25	17	14	25	27	21	18	20	27	27	9	0	0	9
30	22	11	30	22	23	22	23	32	32	6	0	0	6
18	19	20	20	21	21	26	26	26	26	11	0	0	11
25	27	22	27	30	20	24	23	27	30	18	0	0	18
24	19	21	24	36	36	25	22	28	36	10	0	0	10
26	39	34	39	28	29	29	31	29	31	17	0	0	17
22	25	23	25	29	30	32	38	37	38	14	0	0	14
33	31	21	33	29	27	32	25	21	32	6	0	0	6
22	16	11	22	18	19	20	24	29	29	6	0	0	6
31	23	23	31	30	32	34	27	24	34	15	0	0	15
22	17	18	22	36	33	27	26	24	36	15	0	0	15
26	23	24	26	30	28	26	23	25	30	14	0	0	14
25	25	26	26	30	33	39	34	28	39	3	0	0	3
20	26	26	26	32	30	30	29	29	32	9	0	0	9
19	20	20	20	22	22	23	22	19	23	8	0	0	8
23	27	21	27	23	20	28	30	27	30	3	0	0	3
16	24	25	25	19	25	27	22	24	27	2	0	0	2
15	19	19	19	24	16	20	17	16	24	4	0	0	4
19	22	22	22	19	21	21	24	15	24	7	0	0	7
7	13	14	14	16	21	30	24	14	30	4	0	0	4
14	16	15	16	13	12	20	20	14	20	2	0	0	2
12	10	4	12	16	22	20	16	10	22	5	0	0	5
12	8	7	12	19	14	10	11	8	19	2	0	0	2
AVG			24	AVG					29	AVG			8
MAX			39	MAX					39	MAX			18

Peak Hour Volumes - Thursdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am		11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
29	22	20	29	25	28	33	21	17	33	6	0	0	6
19	26	18	26	26	24	29	36	29	36	5	0	0	5
21	24	15	24	24	28	34	27	24	34	4	0	0	4
27	26	21	27	24	26	24	19	17	26	9	0	0	9
14	20	15	20	26	28	28	32	28	32	9	0	0	9
15	18	15	18	22	21	19	21	30	30	7	0	0	7
18	16	24	24	27	37	25	21	25	37	8	0	0	8
27	27	18	27	21	24	20	17	16	24	5	0	0	5
6	7	8	8	25	30	28	15	14	30	30	0	0	30
25	18	20	25	31	25	26	27	17	31	9	0	0	9
23	23	19	23	23	34	31	26	33	34	1	0	0	1
25	18	21	25	19	22	32	33	29	33	13	0	0	13
27	16	12	27	37	41	25	20	20	41	10	0	0	10
24	29	23	29	25	26	26	30	28	30	17	0	0	17
18	17	22	22	23	24	20	19	25	25	10	0	0	10
14	18	18	18	21	22	26	27	18	27	14	1	0	14
11	17	26	26	39	40	28	27	30	40	14	0	0	14
17	20	19	20	24	25	29	32	35	35	8	0	0	8
10	16	23	23	20	24	29	22	22	29	5	0	0	5
18	19	23	23	16	20	26	26	32	32	17	0	0	17
26	24	18	26	25	29	33	29	27	33	20	0	0	20
19	18	14	19	13	13	20	27	31	31	3	0	0	3
30	24	19	30	28	24	29	27	24	29	6	0	0	6
24	23	20	24	27	21	18	22	25	27	15	0	0	15
17	19	27	27	18	18	22	29	32	32	8	0	0	8
17	19	19	19	22	15	3	0	0	22	0	0	0	0
30	20	20	30	20	17	19	21	21	21	6	0	0	6
19	16	16	19	28	18	19	30	34	34	8	0	0	8
27	20	15	27	21	27	31	19	16	31	10	0	0	10
21	20	22	22	24	23	22	26	30	30	15	0	0	15
24	18	15	24	23	26	22	21	26	26	12	0	0	12
22	15	16	22	35	35	29	31	35	35	18	0	0	18
23	29	27	29	21	21	24	28	30	30	11	0	0	11
25	31	30	31	25	27	21	21	26	27	11	0	0	11
24	20	26	26	27	27	31	29	29	31	13	0	0	13
26	24	22	26	23	34	42	34	27	42	22	0	0	22
26	27	20	27	23	23	30	32	25	32	8	0	0	8
21	14	5	21	17	14	13	19	27	27	9	0	0	9
31	29	21	31	24	24	27	28	30	30	11	0	0	11
25	27	25	27	25	28	28	29	34	34	11	0	0	11
23	18	22	23	25	29	27	26	32	32	11	0	0	11
24	28	22	28	22	27	32	33	32	33	15	0	0	15
21	21	22	22	20	23	29	24	27	29	9	0	0	9
20	17	16	20	27	19	23	22	21	27	8	0	0	8
16	16	17	17	25	26	22	19	23	26	7	1	0	7
23	24	27	27	25	26	30	23	21	30	3	0	0	3
17	20	18	20	26	23	25	24	23	26	6	0	0	6
14	20	24	24	18	18	17	14	18	18	6	0	0	6
15	18	17	18	22	23	19	13	15	23	4	0	0	4
10	14	13	14	13	19	27	20	17	27	1	0	0	1
9	13	9	13	18	13	15	15	11	18	5	0	0	5
5	7	13	13	20	12	15	17	16	20	2	0	0	2
AVG			23	AVG					30	AVG			10
MAX			31	MAX					42	MAX			30

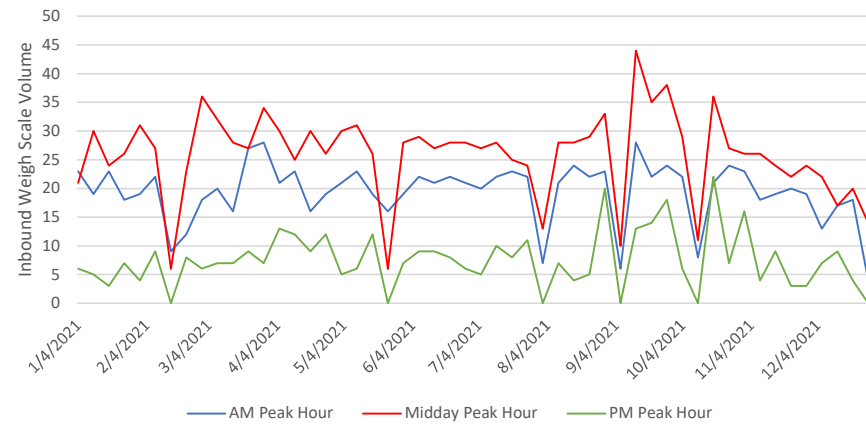
Peak Hour Volumes - Fridays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am		11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm		4-5pm	430-530pm	5-6pm	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375	MAX	0.500	0.521	0.542	0.563	0.583	MAX	0.708	0.700	0.750	MAX
0	0	0	0	0	0	0	0	0	0	0	0	0	0
26	24	18	26	30	22	25	24	20	30	6	0	0	6
30	20	14	30	17	26	32	29	19	32	5	0	0	5
26	17	17	26	25	25	17	25	27	27	2	0	0	2
21	19	15	21	15	19	18	22	26	26	4	0	0	4
11	13	13	13	23	21	24	24	18	24	2	0	0	2
19	14	9	19	27	26	25	24	26	27	6	0	0	6
19	19	18	19	18	17	19	29	39	39	4	0	0	4
17	18	15	18	17	17	20	20	13	20	3	0	0	3
24	19	17	24	36	33	31	30	34	36	8	0	0	8
22	16	21	22	28	28	32	25	23	32	7	0	0	7
14	19	17	19	17	19	31	34	30	34	6	0	0	6
27	24	25	27	24	23	25	26	23	26	8	0	0	8
21	17	14	21	13	16	10	2	0	16	0	0	0	0
32	29	23	32	15	18	25	21	18	25	13	0	0	13
24	23	23	24	17	27	28	21	24	28	10	0	0	10
12	17	25	25	23	21	20	23	24	24	6	0	0	6
19	20	21	21	31	30	27	25	20	31	8	0	0	8
16	20	26	26	18	22	26	20	28	28	7	0	0	7
19	22	18	22	25	21	21	33	40	40	9	0	0	9
19	20	22	22	20	23	19	21	22	23	8	0	0	8
21	23	20	23	20	17	27	31	17	31	8	0	0	8
24	19	15	24	20	17	22	20	22	22	9	0	0	9
22	21	22	22	18	12	15	18	19	19	8	0	0	8
18	15	14	18	17	20	17	19	26	26	6	0	0	6
21	13	12	21	22	25	22	21	19	25	8	0	0	8
19	17	17	19	19	22	22	23	19	23	7	0	0	7
26	18	24	26	25	19	21	19	13	25	4	0	0	4
12	13	17	17	23	19	19	22	26	26	4	0	0	4
21	20	16	21	28	21	19	17	22	28	14	0	0	14
16	15	22	22	26	22	30	26	21	30	13	0	0	13
27	20	15	27	18	28	33	23	19	33	7	0	0	7
30	26	15	30	26	29	18	19	26	29	14	0	0	14
21	21	19	21	26	21	23	19	19	26	7	0	0	7
21	15	24	24	20	21	21	24	29	29	9	0	0	9
21	24	29	29	29	28	26	25	26	29	23	0	0	23
26	24	27	27	27	27	31	30	30	31	13	0	0	13
19	20	19	20	28	28	24	25	26	28	6	0	0	6
28	23	11	28	23	19	22	24	19	24	4	0	0	4
27	32	30	32	26	19	19	24	31	31	10	0	0	10
19	16	24	24	25	22	20	22	27	27	7	0	0	7
20	22	21	22	21	18	27	33	31	33	11	0	0	11
21	25	27	27	26	28	29	29	30	30	12	0	0	12
20	24	24	24	26	36	34	33	27	36	6	0	0	6
14	21	18	21	27	18	18	25	27	27	7	0	0	7
21	24	23	24	20	25	24	21	17	25	5	0	0	5
13	24	20	24	15	22	19	17	14	22	5	0	0	5
13	15	19	19	15	13	13	11	19	19	3	0	0	3
14	21	21	21	19	19	15	19	18	19	8	0	0	8
15	21	14	21	16	15	17	19	19	19	6	0	0	6
9	14	15	15	16	20	15	13	13	20	2	0	0	2
11	8	10	11	9	16	11	5	4	16	0	0	0	0
AVG			22	AVG					26	AVG			7
MAX			32	MAX					40	MAX			23

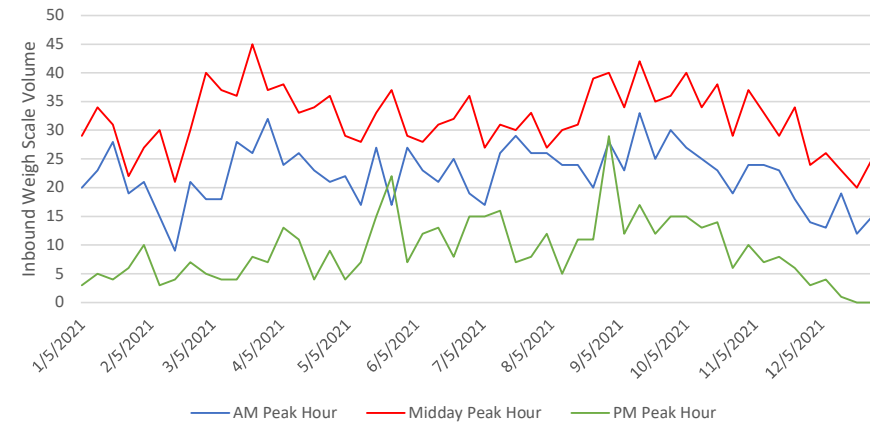
Peak Hour Volumes - Saturdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750	
4	5	6	6	10	12	8	3	0	12	0	0	0	0
6	7	8	8	0	0	0	0	0	0	0	0	0	0
0	3	3	3	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	1	2	2	0	0	0	0	0	0	0	0	0	0
9	3	6	9	0	0	0	0	0	0	0	0	0	0
3	4	4	4	0	0	0	0	0	0	0	0	0	0
7	5	3	7	0	0	0	0	0	0	0	0	0	0
6	7	5	7	0	0	0	0	0	0	0	0	0	0
6	6	9	9	0	0	0	0	0	0	0	0	0	0
10	14	13	14	0	0	0	0	0	0	0	0	0	0
3	7	12	12	0	0	0	0	0	0	0	0	0	0
15	13	10	15	0	0	0	0	0	0	0	0	0	0
11	11	14	14	0	0	0	0	0	0	0	0	0	0
12	12	7	12	0	0	0	0	0	0	0	0	0	0
11	4	5	11	0	0	0	0	0	0	0	0	0	0
8	10	9	10	0	0	0	0	0	0	0	0	0	0
11	8	3	11	0	0	0	0	0	0	0	0	0	0
11	8	5	11	1	0	0	0	0	1	0	0	0	0
16	13	14	16	0	0	0	0	0	0	0	0	0	0
7	6	4	7	0	0	0	0	0	0	0	0	0	0
1	7	9	9	0	0	0	0	2	2	2	0	0	2
11	11	5	11	0	0	0	0	0	0	0	0	0	0
7	7	5	7	0	0	0	0	0	0	0	0	0	0
13	9	8	13	0	0	0	0	0	0	0	0	0	0
12	9	5	12	0	0	0	0	0	0	0	0	0	0
5	6	3	6	0	0	0	0	0	0	0	0	0	0
5	5	6	6	0	0	0	0	0	0	0	0	0	0
12	16	12	16	0	0	0	0	0	0	0	0	0	0
16	12	5	16	0	0	0	0	0	0	0	0	0	0
8	7	6	8	0	0	0	0	0	0	0	0	0	0
9	8	5	9	0	0	0	0	0	0	5	0	0	5
8	6	4	8	1	0	0	0	0	1	0	0	0	0
13	13	11	13	0	0	0	0	0	0	0	0	0	0
15	14	14	15	0	0	0	0	0	0	0	0	0	0
10	9	9	10	0	0	0	0	0	0	0	0	0	0
8	3	4	8	0	0	0	0	0	0	0	0	0	0
11	5	7	11	0	0	0	0	0	0	0	0	0	0
13	9	9	13	0	0	0	0	0	0	0	0	0	0
10	8	5	10	0	0	0	0	0	0	0	0	0	0
6	5	2	6	0	0	0	0	0	0	0	0	0	0
8	12	14	14	1	0	0	0	0	1	0	0	0	0
6	11	8	11	0	0	0	0	0	0	0	0	0	0
4	4	7	7	0	0	0	0	0	0	0	0	0	0
7	6	6	7	0	0	0	0	0	0	0	0	0	0
5	5	5	5	0	0	0	0	0	0	0	0	0	0
4	3	3	4	0	0	0	0	0	0	0	0	0	0
5	4	1	5	0	0	0	0	0	0	0	0	0	0
1	1	2	2	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
AVG			9	AVG					0	AVG			0
MAX			16	MAX					12	MAX			5

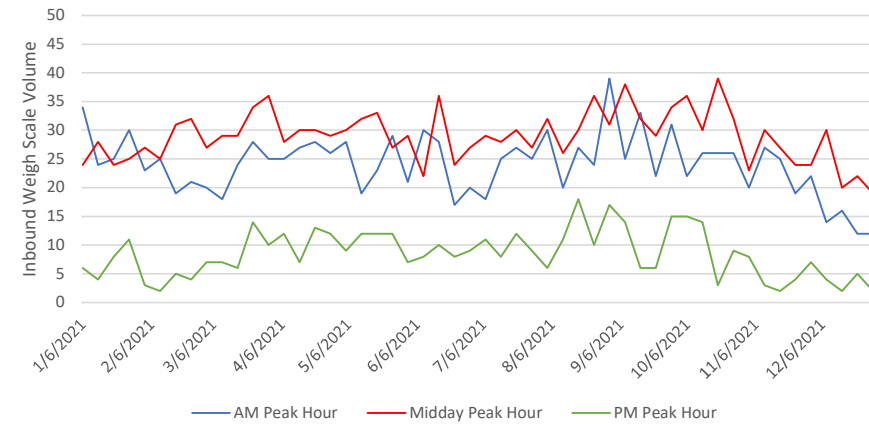
Monday Peak Hour Volumes



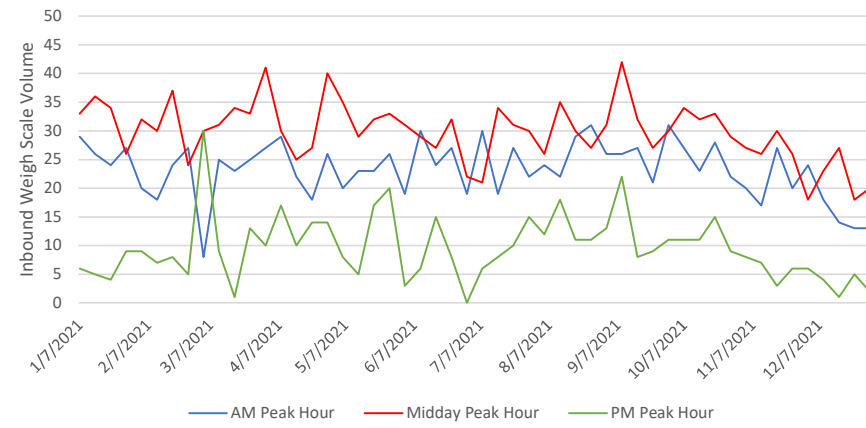
Tuesday Peak Hour Volumes



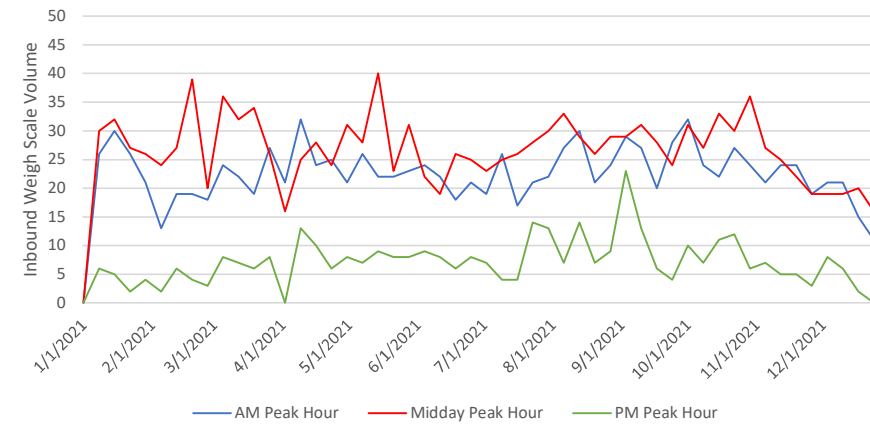
Wednesday Peak Hour Volumes



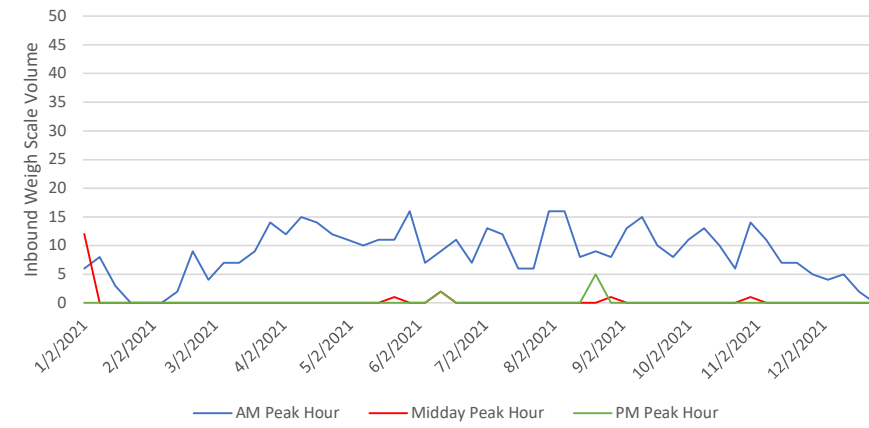
Thursday Peak Hour Volumes



Friday Peak Hour Volumes



Saturday Peak Hour Volumes



Mondays	Tuesdays	Wednesdays	Thursdays	Fridays	Saturdays
1/3/2022	1/4/2022	1/5/2022	1/6/2022	1/7/2022	1/8/2022
1/10/2022	1/11/2022	1/12/2022	1/13/2022	1/14/2022	1/15/2022
1/17/2022	1/18/2022	1/19/2022	1/20/2022	1/21/2022	1/22/2022
1/24/2022	1/25/2022	1/26/2022	1/27/2022	1/28/2022	1/29/2022
1/31/2022	2/1/2022	2/2/2022	2/3/2022	2/4/2022	2/5/2022
2/7/2022	2/8/2022	2/9/2022	2/10/2022	2/11/2022	2/12/2022
2/14/2022	2/15/2022	2/16/2022	2/17/2022	2/18/2022	2/19/2022
2/21/2022	2/22/2022	2/23/2022	2/24/2022	2/25/2022	2/26/2022
2/28/2022	3/1/2022	3/2/2022	3/3/2022	3/4/2022	3/5/2022
3/7/2022	3/8/2022	3/9/2022	3/10/2022	3/11/2022	3/12/2022
3/14/2022	3/15/2022	3/16/2022	3/17/2022	3/18/2022	3/19/2022
3/21/2022	3/22/2022	3/23/2022	3/24/2022	3/25/2022	3/26/2022
3/28/2022	3/29/2022	3/30/2022	3/31/2022	4/1/2022	4/2/2022
4/4/2022	4/5/2022	4/6/2022	4/7/2022	4/8/2022	4/9/2022
4/11/2022	4/12/2022	4/13/2022	4/14/2022	4/15/2022	4/16/2022
4/18/2022	4/19/2022	4/20/2022	4/21/2022	4/22/2022	4/23/2022
4/25/2022	4/26/2022	4/27/2022	4/28/2022	4/29/2022	4/30/2022
5/2/2022	5/3/2022	5/4/2022	5/5/2022	5/6/2022	5/7/2022
5/9/2022	5/10/2022	5/11/2022	5/12/2022	5/13/2022	5/14/2022
5/16/2022	5/17/2022	5/18/2022	5/19/2022	5/20/2022	5/21/2022
5/23/2022	5/24/2022	5/25/2022	5/26/2022	5/27/2022	5/28/2022
5/30/2022	5/31/2022	6/1/2022	6/2/2022	6/3/2022	6/4/2022
6/6/2022	6/7/2022	6/8/2022	6/9/2022	6/10/2022	6/11/2022
6/13/2022	6/14/2022	6/15/2022	6/16/2022	6/17/2022	6/18/2022
6/20/2022	6/21/2022	6/22/2022	6/23/2022	6/24/2022	6/25/2022
6/27/2022	6/28/2022	6/29/2022	6/30/2022	7/1/2022	7/2/2022
7/4/2022	7/5/2022	7/6/2022	7/7/2022	7/8/2022	7/9/2022
7/11/2022	7/12/2022	7/13/2022	7/14/2022	7/15/2022	7/16/2022
7/18/2022	7/19/2022	7/20/2022	7/21/2022	7/22/2022	7/23/2022
7/25/2022	7/26/2022	7/27/2022	7/28/2022	7/29/2022	7/30/2022
8/1/2022	8/2/2022	8/3/2022	8/4/2022	8/5/2022	8/6/2022
8/8/2022	8/9/2022	8/10/2022	8/11/2022	8/12/2022	8/13/2022
8/15/2022	8/16/2022	8/17/2022	8/18/2022	8/19/2022	8/20/2022
8/22/2022	8/23/2022	8/24/2022	8/25/2022	8/26/2022	8/27/2022
8/29/2022	8/30/2022	8/31/2022	9/1/2022	9/2/2022	9/3/2022
9/5/2022	9/6/2022	9/7/2022	9/8/2022	9/9/2022	9/10/2022
9/12/2022	9/13/2022	9/14/2022	9/15/2022	9/16/2022	9/17/2022
9/19/2022	9/20/2022	9/21/2022	9/22/2022	9/23/2022	9/24/2022
9/26/2022	9/27/2022	9/28/2022	9/29/2022	9/30/2022	10/1/2022
10/3/2022	10/4/2022	10/5/2022	10/6/2022	10/7/2022	10/8/2022
10/10/2022	10/11/2022	10/12/2022	10/13/2022	10/14/2022	10/15/2022
10/17/2022	10/18/2022	10/19/2022	10/20/2022	10/21/2022	10/22/2022
10/24/2022	10/25/2022	10/26/2022	10/27/2022	10/28/2022	10/29/2022
10/31/2022	11/1/2022	11/2/2022	11/3/2022	11/4/2022	11/5/2022
11/7/2022	11/8/2022	11/9/2022	11/10/2022	11/11/2022	11/12/2022
11/14/2022	11/15/2022	11/16/2022	11/17/2022	11/18/2022	11/19/2022
11/21/2022	11/22/2022	11/23/2022	11/24/2022	11/25/2022	11/26/2022
11/28/2022	11/29/2022	11/30/2022	12/1/2022	12/2/2022	12/3/2022
12/5/2022	12/6/2022	12/7/2022	12/8/2022	12/9/2022	12/10/2022
12/12/2022	12/13/2022	12/14/2022	12/15/2022	12/16/2022	12/17/2022
12/19/2022	12/20/2022	12/21/2022	12/22/2022	12/23/2022	12/24/2022
12/26/2022	12/27/2022	12/28/2022	12/29/2022	12/30/2022	12/31/2022

Peak Hour Volumes - Mondays

AM Peak Hour				Midday Peak Hour					PM Peak Hour						
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX		
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708			
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750			
15	16	11	16	25	16	5	8	5	25	0	0	0	0		
15	13	19	19	29	24	15	12	14	29	7	0	0	7		
5	5	3	5	6	12	17	11	7	17	2	0	0	2		
19	14	15	19	19	21	21	25	25	25	13	0	0	13		
16	15	14	16	29	23	19	17	25	29	5	0	0	5		
15	19	21	21	22	26	23	21	23	26	8	0	0	8		
8	9	18	18	25	24	25	25	27	27	9	0	0	9		
6	5	7	7	13	10	4	1	0	13	0	0	0	0		
15	16	13	16	25	25	20	14	26	26	5	0	0	5		
14	15	19	19	25	20	22	23	17	25	7	0	0	7		
20	19	15	20	39	31	24	19	19	39	8	0	0	8		
20	20	17	20	24	22	25	20	17	25	8	0	0	8		
20	14	7	20	26	20	16	17	18	26	11	0	0	11		
21	20	12	21	26	24	24	23	17	26	5	0	0	5		
21	22	12	22	27	27	26	20	21	27	5	0	0	5		
15	16	15	16	25	26	18	18	24	26	4	0	0	4		
26	24	15	26	28	27	20	14	23	28	13	0	0	13		
22	27	22	27	24	32	29	19	23	32	11	0	0	11		
25	26	26	26	30	27	22	21	23	30	14	0	0	14		
31	30	21	31	34	27	24	22	15	34	11	0	0	11		
8	8	11	11	10	4	4	4	1	10	0	0	0	0		
22	16	15	22	27	19	16	17	24	27	9	0	0	9		
30	23	16	30	32	28	24	21	14	32	5	0	0	5		
25	18	14	25	28	33	30	21	18	33	8	0	0	8		
24	18	16	24	24	23	24	19	17	24	8	0	0	8		
18	14	16	18	27	25	26	23	21	27	13	0	0	13		
13	20	21	21	28	21	23	22	18	28	8	0	0	8		
24	17	11	24	25	22	16	22	25	25	12	0	0	12		
19	15	14	19	33	25	18	21	24	33	5	0	0	5		
18	18	22	22	21	23	27	36	30	36	12	0	0	12		
6	7	8	8	11	15	10	4	0	15	0	0	0	0		
18	17	16	18	31	31	26	20	24	31	8	0	0	8		
19	20	19	20	22	21	21	28	31	31	7	0	0	7		
21	17	14	21	28	30	24	19	19	30	10	0	0	10		
21	18	19	21	28	33	25	20	26	33	12	0	0	12		
4	6	4	6	13	11	4	1	0	13	0	0	0	0		
20	22	24	24	30	28	21	26	33	33	10	0	0	10		
19	21	24	24	29	22	28	18	18	29	7	0	0	7		
16	25	28	28	37	39	39	32	28	39	8	0	0	8		
12	12	15	15	34	31	23	21	24	34	13	0	0	13		
11	10	10	11	13	14	11	2	1	14	0	0	0	0		
12	15	18	18	34	33	28	23	21	34	8	0	0	8		
16	15	15	16	32	29	27	18	13	32	11	0	0	11		
19	13	12	19	25	24	24	20	13	25	6	0	0	6		
17	12	13	17	25	21	18	16	20	25	3	0	0	3		
20	19	12	20	20	22	14	18	25	25	7	0	0	7		
20	26	23	26	22	19	17	16	20	22	6	0	0	6		
13	26	29	29	37	23	18	20	18	37	8	0	0	8		
12	17	21	21	34	30	21	15	21	34	4	0	0	4		
8	10	18	18	32	32	22	23	22	32	6	0	0	6		
18	24	19	24	33	35	24	17	22	35	5	0	0	5		
0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AVG				19	AVG					27	AVG				7
MAX				31	MAX					39	MAX				14

Summary

Maximum AM Peak Hour Weigh Scale Trips:	47	Thursday December 22nd, 2022	7:00am to 8:00am
Maximum Midday Peak Hour Weigh Scale Trips:	44	Thursday January 20th, and September 8th, 2022	11:30am to 12:30am, and 1:00pm to 2:00pm
Maximum PM Peak Hour Weigh Scale Trips:	26	Friday July 22nd, 2022	4:00pm to 5:00pm

Inbound Weigh Scale Hourly Volume Summary

Day of the Week	AM Peak Hour		Midday Peak Hour		PM Peak Hour	
	Average	Maximum	Average	Maximum	Average	Maximum
Monday	19	31	27	39	7	14
Tuesday	22	31	31	43	9	17
Wednesday	25	45	29	43	9	18
Thursday	25	47	30	44	10	22
Friday	22	33	26	37	7	26
Saturday	10	30	0	4	0	1
Weekdays	23	47	29	44	8	26
TMC (11/22/2022)	IN	OUT	IN	OUT	IN	OUT
TMC Scaled for Synchro	14	23	23	27	0	4
TMC Scaled for Synchro	IN	OUT	IN	OUT	IN	OUT
TMC Scaled for Synchro	47	77	44	52	26	30

Peak Hour Volumes - Tuesdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour					
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.583	0.640	0.688		0.708
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750		
17	15	8	17	21	25	21	14	15	25	3	0	0	3	
14	9	13	14	24	25	24	20	22	25	5	0	0	5	
10	10	9	10	16	17	12	13	19	19	6	0	0	6	
9	9	12	12	29	25	27	29	32	32	4	0	0	4	
20	17	20	20	25	25	34	26	15	34	10	0	0	10	
18	23	22	23	32	36	42	31	18	42	4	0	0	4	
15	17	15	17	32	41	25	22	22	41	8	0	0	8	
15	12	16	16	35	29	30	28	18	35	7	0	0	7	
20	18	14	20	24	31	31	22	20	31	3	0	0	3	
16	20	18	20	31	31	27	28	28	31	7	0	0	7	
16	16	15	16	34	26	24	23	19	34	8	0	0	8	
25	21	17	25	24	25	28	21	23	28	5	0	0	5	
14	14	15	15	32	30	26	24	21	32	11	0	0	11	
16	20	17	20	27	30	29	23	17	30	7	0	0	7	
18	17	15	18	30	28	22	15	17	30	8	0	0	8	
25	24	15	25	23	24	28	29	23	29	6	0	0	6	
25	19	18	25	29	33	30	24	17	33	10	0	0	10	
26	31	21	31	24	23	21	23	30	30	11	0	0	11	
26	25	16	26	27	34	30	23	26	34	11	0	0	11	
31	29	16	31	30	41	33	24	25	41	8	0	0	8	
27	19	12	27	22	28	25	22	24	28	15	0	0	15	
28	22	20	28	23	25	28	26	21	28	15	0	0	15	
29	17	14	29	16	16	27	32	22	32	10	0	0	10	
25	23	20	25	29	18	17	24	20	29	12	0	0	12	
25	15	18	25	26	22	19	20	21	26	15	0	0	15	
17	17	23	23	23	21	21	22	21	23	11	0	0	11	
25	22	17	25	16	22	28	31	23	31	11	0	0	11	
19	13	17	19	23	27	24	26	27	27	17	0	0	17	
20	8	15	20	27	28	27	29	24	29	11	0	0	11	
16	21	25	25	23	16	19	23	25	25	7	0	0	7	
19	13	15	19	26	23	21	27	29	29	11	0	0	11	
26	16	17	26	25	22	25	27	28	28	13	0	0	13	
29	21	17	29	30	35	36	24	24	36	16	1	0	16	
22	20	20	22	19	26	32	26	20	32	10	0	0	10	
21	16	13	21	33	34	32	31	25	34	9	1	0	9	
21	23	28	28	26	19	21	27	33	33	12	1	1	12	
20	15	25	25	36	34	27	22	20	36	8	0	0	8	
23	21	23	23	35	33	34	31	26	35	16	0	0	16	
18	22	30	30	42	43	36	25	20	43	4	0	0	4	
23	15	17	23	26	26	32	34	38	38	10	0	0	10	
16	22	19	22	27	23	20	20	24	27	8	0	0	8	
18	13	15	18	31	33	32	24	22	33	9	0	0	9	
21	16	20	21	30	34	31	31	32	34	14	0	0	14	
17	16	16	17	31	25	26	32	29	32	10	0	0	10	
14	13	19	19	23	24	22	16	14	24	8	0	0	8	
17	12	11	17	24	26	23	18	18	26	5	0	0	5	
14	15	13	15	22	25	24	17	22	25	8	0	0	8	
22	27	17	22	32	36	29	17	14	36	2	0	0	2	
22	20	17	22	33	28	21	26	24	33	9	0	0	9	
17	19	17	19	24	29	30	21	27	30	5	0	0	5	
28	23	23	28	28	26	19	19	35	35	9	0	0	9	
14	12	13	14	27	29	17	10	14	29	0	0	0	0	
AVG			22	AVG					31	AVG			9	
MAX			31	MAX					43	MAX			17	

Peak Hour Volumes - Wednesdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour					
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.583	0.640	0.688		0.708
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750		
17	19	14	19	22	21	24	23	17	24	3	0	0	3	
25	27	16	27	21	29	25	24	25	29	5	0	0	5	
15	13	15	15	42	43	35	27	23	43	8	0	0	8	
19	20	17	20	29	32	30	28	23	32	12	0	0	12	
19	14	20	20	18	17	23	20	20	23	5	0	0	5	
24	20	18	24	26	32	35	26	17	35	2	0	0	2	
32	31	27	32	29	27	26	20	22	29	4	0	0	4	
17	15	12	17	19	25	28	22	22	28	2	0	0	2	
22	22	19	22	26	24	23	23	21	26	6	0	0	6	
24	23	18	24	36	30	30	27	23	36	7	0	0	7	
26	20	18	26	31	32	34	28	17	34	9	0	0	9	
29	19	19	29	25	19	21	23	18	25	9	0	0	9	
22	20	16	22	28	29	27	25	19	29	11	0	0	11	
26	20	14	26	32	27	28	25	19	32	6	0	0	6	
20	25	17	25	23	21	32	27	19	32	8	0	0	8	
21	22	22	22	24	24	23	21	22	24	9	0	0	9	
22	25	15	25	23	23	18	17	20	23	15	0	0	15	
31	26	16	31	24	26	22	24	29	29	6	0	0	6	
28	27	19	28	30	27	22	23	25	30	17	0	0	17	
31	26	15	31	26	25	23	25	23	26	13	0	0	13	
24	17	17	24	22	26	23	17	16	26	12	0	0	12	
29	19	11	29	23	25	24	15	23	25	14	0	0	14	
24	20	19	24	16	15	16	23	21	23	14	0	0	14	
22	19	20	22	19	19	18	29	33	33	13	0	0	13	
21	14	19	21	24	16	22	25	17	25	14	0	0	14	
30	21	15	30	21	15	15	24	25	25	17	0	0	17	
29	21	12	29	20	23	23	23	25	25	10	0	0	10	
22	12	23	23	29	23	18	22	26	29	12	0	0	12	
19	16	13	19	27	23	24	22	18	27	18	0	0	18	
19	19	23	23	24	29	29	24	26	29	9	0	0	9	
22	21	22	22	27	25	33	29	18	33	12	0	0	12	
24	18	15	24	22	25	35	28	21	35	5	0	0	5	
24	20	17	24	25	29	28	26	29	29	11	0	1	11	
28	19	16	28	28	30	39	37	30	39	14	0	2	14	
23	18	27	27	25	19	22	25	27	27	4	1	0	4	
31	29	25	31	39	31	31	25	32	39	12	1	0	12	
20	23	32	32	36	29	31	38	39	39	13	0	0	13	
24	22	27	27	27	27	25	33	33	33	12	0	0	12	
26	21	22	26	18	25	16	13	19	25	5	0	0	5	
18	15	25	25	28	29	27	22	23	29	12	0	0	12	
21	11	13	21	19	25	30	22	14	30	9	0	0	9	
13	13	7	13	36	34	28	23	23	36	4	0	0	4	
19	24	26	26	27	27	25	23	25	27	9	0	0	9	
17	20	18	20	28	30	24	23	30	30	8	0	0	8	
22	19	15	22	26	28	28	26	22	28	7	0	0	7	
21	17	11	21	27	25	24	26	25	27	13	0	0	13	
24	27	13	27	20	21	17	12	16	21	7	0	0	7	
20	28	21	28	24	28	23	17	22	28	6	2	0	6	
23	31	21	31	15	17	24	24	35	35	7	0	0	7	
19	23	18	23	28	19	23	25	15	28	7	0	0	7	
45	33	19	45	22	20	24	24	17	24	11	0	0	11	
26	30	28	30	23	22	23	15	14	23	2	0	0	2	
AVG			25	AVG					29	AVG			9	
MAX			45	MAX					43	MAX			18	

Peak Hour Volumes - Thursdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour					
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.583	0.640	0.688		0.708
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750		
22	20	15	22	25	20	17	20	16	25	3	0	0	3	
17	15	20	20	24	16	16	19	23	24	4	0	0	4	
18	17	17	18	35	44	38	28	20	44	5	0	0	5	
22	20	21	22	26	23	22	24	19	26	9	0	0	9	
6	7	5	7	27	24	17	13	16	27	4	0	0	4	
37	26	24	37	27	20	26	33	30	33	8	1	0	8	
25	23	19	25	29	24	30	31	19	31	5	0	0	5	
18	16	15	18	25	20	25	26	20	26	6	0	0	6	
19	15	20	20	28	31	24	16	20	31	8	0	0	8	
30	17	15	30	23	29	29	26	23	29	7	0	0	7	
25	16	11	25	26	25	34	34	23	34	12	0	0	12	
25	21	20	25	25	31	29	22	19	31	8	0	0	8	
14	18	20	20	25	28	21	22	29	29	9	0	0	9	
20	19	15	20	22	19	23	26	20	26	4	0	0	4	
27	23	18	27	20	25	27	23	20	27	8	0	0	8	
19	21	17	21	26	28	29	32	25	32	16	0	0	16	
22	24	19	24	22	23	19	21	25	25	11	0	0	11	
27	30	21	30	19	23	21	16	23	23	13	0	0	13	
26	21	22	26	19	21	23	29	30	30	17	0	0	17	
30	26	16	30	31	28	22	26	26	31	11	0	0	11	
22	15	14	22	22	24	23	21	23	24	15	0	0	15	
22	19	21	22	18	17	21	24	18	24	10	0	0	10	
24	20	19	24	20	18	16	22	24	24	17	0	0	17	
29	23	18	29	26	31	31	25	21	31	9	0	0	9	
25	20	22	25	22	22	14	13	17	22	13	0	0	13	
22	17	20	22	18	17	19	25	26	26	14	0	0	14	
28	29	23	29	20	32	30	27	29	32	10	0	0	10	
25	20	19	25	29	22	26	31	25	31	15	0	0	15	
23	20	19	23	22	17	15	29	30	30	9	0	0	9	
19	20	30	30	19	27	33	29	22	33	10	0	0	10	
20	17	25	25	27	30	25	27	30	30	9	0	0	9	
13	14	17	17	23	20	20	17	20	23	17	0	0	17	
20	21	16	21	24	23	27	25	21	27	16	1	1	16	
26	22	22	26	25	26	33	32	18	33	11	0	0	11	
19	14	25	25	26	26	33	36	31	36	22	3	0	22	
22	23	33	33	30	31	28	42	44	44	21	0	0	21	
27	31	29	31	34	36	28	20	36	36	11	0	0	11	
31	34	32	34	23	20	27	32	23	32	7	0	0	7	
30	17	21	30	30	33	26	17	19	33	15	0	0	15	
27	19	14	27	28	28	27	27	30	30	15	0	0	15	
16	15	13	16	26	29	30	24	19	30	7	0	0	7	
24	14	12	24	30	25	21	24	21	30	8	0	0	8	
28	21	14	28	22	24	26	28	21	28	3	0	0	3	
18	16	11	18	26	26	24	33	37	37	7	0	0	7	
21	18	15	21	23	22	19	20	27	27	6	0	0	6	
11	14	23	23	25	23	24	23	21	25	9	0	0	9	
24	23	11	24	23	28	26	21	24	28	4	0	0	4	
24	25	20	25	27	31	27	24	17	31	4	0	0	4	
11	21	25	25	32	29	19	17	22	32	7	0	0	7	
10	10	19	19	22	24	19	16	14	24	4	0	0	4	
47	28	19	47	27	25	24	27	23	27	15	0	0	15	
24	22	20	24	33	36	24	22	21	36	6	0	0	6	
			AVG						AVG				AVG	
			25						30				10	
			MAX						44				22	

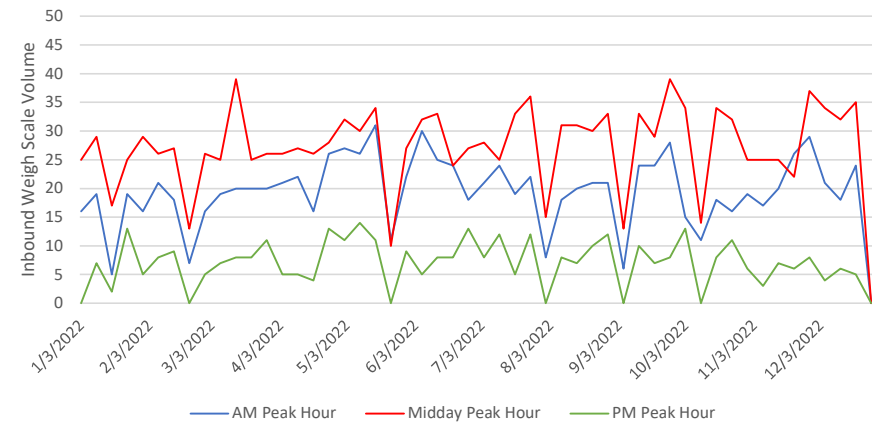
Peak Hour Volumes - Fridays

AM Peak Hour				Midday Peak Hour					PM Peak Hour					
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX	
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708		
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750		
13	11	8	13	23	21	26	24	19	26	6	0	0	6	
13	20	20	20	19	25	27	23	18	27	1	0	0	1	
16	19	23	23	30	28	20	13	16	30	6	0	0	6	
23	17	16	23	27	31	27	24	18	31	7	0	1	7	
17	21	20	21	20	21	15	13	20	21	8	0	0	8	
25	26	17	26	32	29	24	24	22	32	6	0	0	6	
6	8	8	8	32	22	9	10	15	32	0	0	0	0	
15	12	13	15	22	23	19	17	15	23	7	0	0	7	
16	13	20	20	32	30	20	22	26	32	8	0	0	8	
24	22	20	24	25	24	24	16	14	25	4	0	0	4	
24	21	18	24	26	24	22	16	21	26	8	0	0	8	
28	20	15	28	28	28	23	21	24	28	10	0	0	10	
19	16	16	19	23	21	24	18	17	24	5	0	0	5	
17	13	13	17	16	19	23	22	25	25	11	0	0	11	
12	11	13	13	14	12	9	5	0	14	0	0	0	0	
18	17	20	20	22	23	25	29	27	29	12	0	0	12	
23	24	22	24	30	32	21	20	26	32	12	0	0	12	
28	20	21	28	23	16	18	23	24	24	12	0	0	12	
22	26	19	26	20	28	28	19	18	28	8	0	0	8	
26	25	20	26	26	28	25	16	21	28	12	0	0	12	
26	26	19	26	18	22	22	17	23	23	10	0	0	10	
23	21	16	23	18	13	12	20	21	21	6	0	0	6	
27	16	13	27	17	20	18	14	21	21	5	0	0	5	
28	22	15	28	20	19	19	25	21	25	5	0	0	5	
28	25	20	28	19	19	16	22	20	22	10	0	0	10	
9	10	8	10	11	8	11	6	0	11	0	0	0	0	
27	21	19	27	22	19	19	15	15	22	8	0	0	8	
25	21	19	25	21	21	17	18	14	21	7	0	0	7	
25	19	15	25	11	13	17	21	26	26	26	0	0	26	
24	19	21	24	22	22	18	17	25	25	7	0	0	7	
24	21	18	24	22	23	19	19	22	23	5	0	0	5	
24	23	18	24	21	17	13	18	19	21	4	0	0	4	
18	15	18	18	25	20	22	18	19	25	14	0	0	14	
33	20	19	33	31	32	34	37	32	37	14	0	0	14	
24	23	21	24	28	25	23	21	20	28	14	0	0	14	
23	22	24	24	25	26	23	27	31	31	7	0	0	7	
20	21	20	21	32	32	31	30	23	32	8	0	0	8	
23	23	21	23	22	25	20	28	29	29	9	0	0	9	
29	25	25	29	36	17	17	20	26	36	6	0	0	6	
23	21	11	23	28	23	18	21	18	28	3	0	0	3	
22	15	10	22	28	26	24	22	21	28	8	0	0	8	
14	15	13	15	24	24	25	22	16	25	7	0	0	7	
14	12	14	14	27	28	26	28	26	28	8	0	0	8	
15	15	11	15	27	29	24	21	22	29	5	0	0	5	
17	17	15	17	20	16	18	23	20	23	4	0	0	4	
27	23	12	27	19	21	21	20	18	21	8	0	0	8	
22	18	10	22	20	15	13	15	22	22	10	0	0	10	
20	25	14	25	24	18	18	22	21	24	5	0	0	5	
22	22	12	22	29	27	24	22	22	29	5	0	0	5	
16	16	18	18	21	28	27	20	17	28	8	0	0	8	
9	5	3	9	0	0	0	0	0	0	0	0	0	0	
24	24	19	24	22	26	26	14	20	26	6	0	0	6	
			AVG						AVG				AVG	
			22						26				7	
			MAX						37				26	

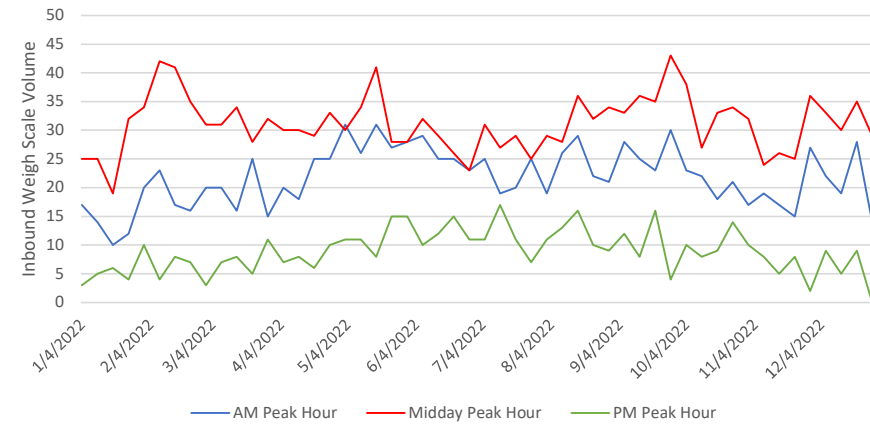
Peak Hour Volumes - Saturdays

AM Peak Hour				Midday Peak Hour					PM Peak Hour				
7-8am	730-830am	8-9am	MAX	11am-12pm	1130-1230pm	12-1pm	1230-130pm	1-2pm	MAX	4-5pm	430-530pm	5-6pm	MAX
0.292	0.313	0.333		0.458	0.479	0.500	0.521	0.542		0.640	0.688	0.708	
0.333	0.354	0.375		0.500	0.521	0.542	0.563	0.583		0.708	0.700	0.750	
4	4	0	4	0	0	0	0	0	0	0	0	0	0
3	4	2	4	0	0	0	0	0	0	0	0	0	0
2	5	3	5	0	0	0	0	0	0	0	0	0	0
1	2	1	2	0	0	0	0	0	0	0	0	0	0
2	3	7	7	0	0	0	0	0	0	0	0	0	0
5	4	6	6	0	0	0	0	0	0	0	0	0	0
1	1	0	1	0	0	0	0	0	0	0	0	0	0
5	8	8	8	0	0	0	0	0	0	0	0	0	0
3	5	3	5	0	0	0	0	0	0	0	0	0	0
7	8	4	8	0	0	0	0	0	0	0	0	0	0
2	4	5	5	0	0	0	0	0	0	0	0	0	0
7	8	7	8	0	0	0	0	0	0	0	0	0	0
8	3	9	9	0	0	0	0	0	0	0	0	0	0
8	6	4	8	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	13	7	13	0	0	0	0	0	0	0	0	0	0
17	12	13	17	0	0	0	0	0	0	0	0	0	0
14	14	14	14	4	1	1	1	0	4	0	0	0	0
17	13	16	17	1	0	0	0	0	1	0	0	0	0
8	12	11	12	4	1	0	0	0	4	0	0	0	0
14	9	12	14	1	0	0	0	0	1	0	0	0	0
12	6	10	12	0	0	0	0	0	0	0	0	0	0
18	10	5	18	4	2	0	0	1	4	1	0	0	1
16	11	7	16	0	0	0	0	0	0	0	0	0	0
9	11	10	11	0	0	0	0	0	0	0	0	0	0
11	9	10	11	0	0	0	0	0	0	0	0	0	0
14	6	6	14	0	0	0	0	0	0	0	0	0	0
10	10	4	10	1	0	0	0	0	1	0	0	0	0
10	6	7	10	1	0	0	0	0	1	0	0	0	0
8	12	12	12	0	0	0	0	0	0	0	0	0	0
11	9	9	11	2	0	0	0	0	2	0	0	0	0
4	7	5	7	0	0	0	0	0	0	0	0	0	0
10	10	3	10	0	0	0	0	0	0	0	0	0	0
29	17	2	29	0	0	0	0	0	0	0	0	0	0
9	8	3	9	0	0	0	0	0	0	0	0	0	0
30	20	14	30	2	2	0	0	0	2	0	0	0	0
10	13	11	13	0	0	0	0	0	0	0	0	0	0
15	7	5	15	0	0	0	0	0	0	0	0	0	0
13	7	9	13	0	0	0	0	0	0	0	0	0	0
4	8	8	8	0	0	0	0	0	0	0	0	0	0
13	9	6	13	0	0	0	0	0	0	0	0	0	0
10	9	8	10	0	0	0	0	0	0	0	0	0	0
7	6	4	7	0	0	0	0	0	0	0	0	0	0
4	3	3	4	0	0	0	0	0	0	0	0	0	0
4	4	6	6	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	10	9	10	0	0	0	0	0	0	0	0	0	0
4	6	10	10	0	0	0	0	0	0	0	0	0	0
7	2	8	8	0	0	0	0	0	0	0	0	0	0
8	12	8	12	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	4	2	6	0	0	0	0	0	0	0	0	0	0
AVG			10	AVG					0	AVG			0
MAX			30	MAX					4	MAX			1

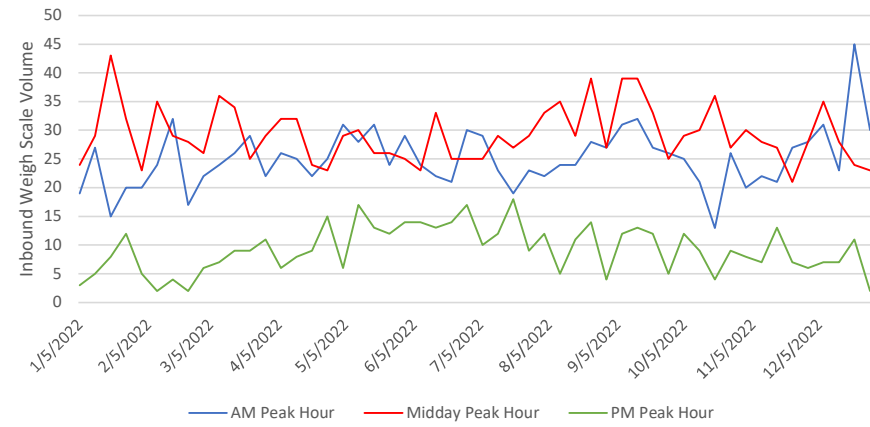
Monday Peak Hour Volumes



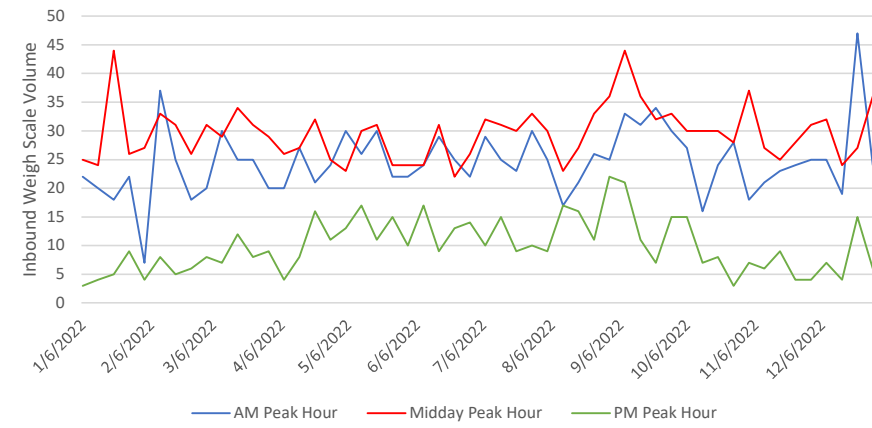
Tuesday Peak Hour Volumes



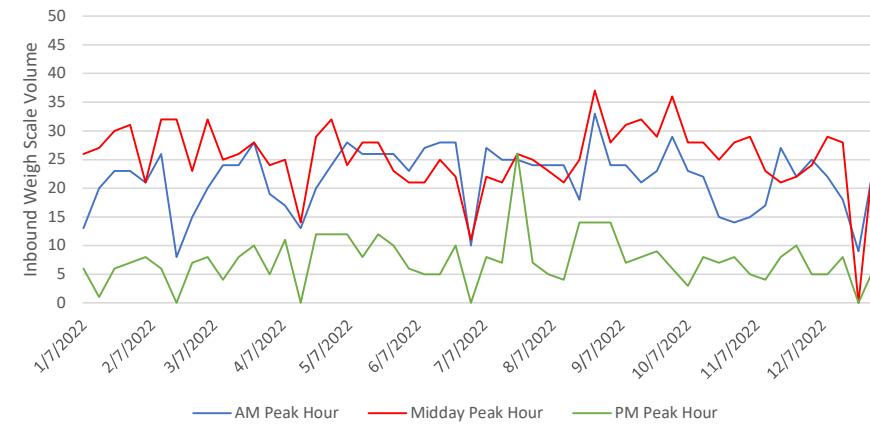
Wednesday Peak Hour Volumes



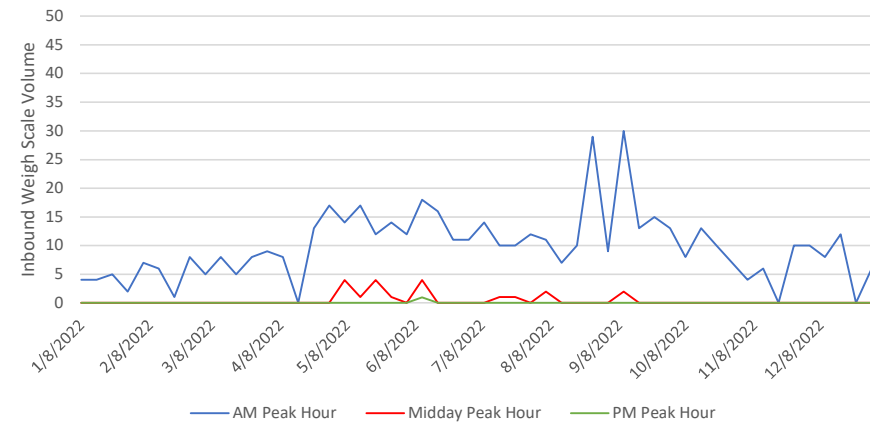
Thursday Peak Hour Volumes



Friday Peak Hour Volumes

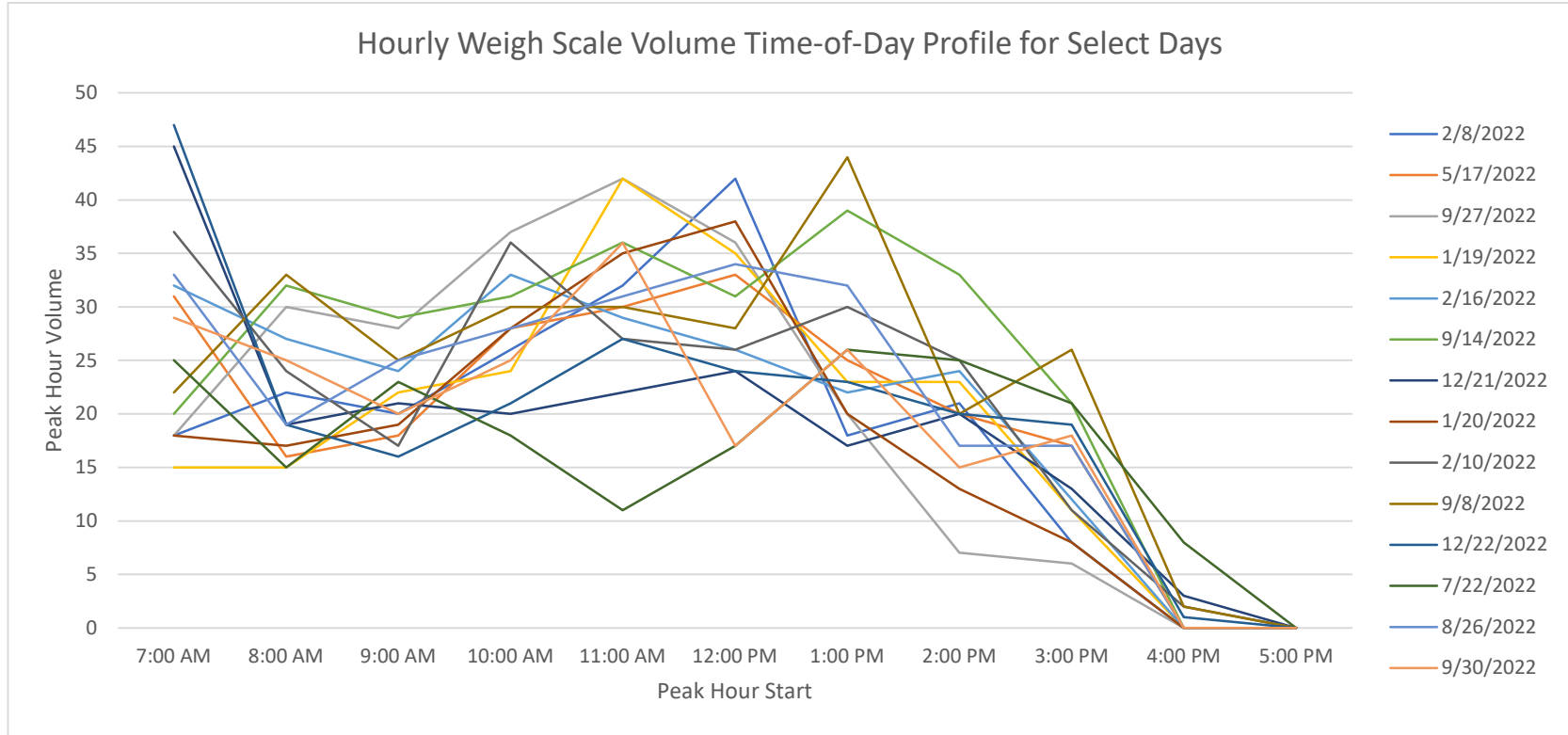



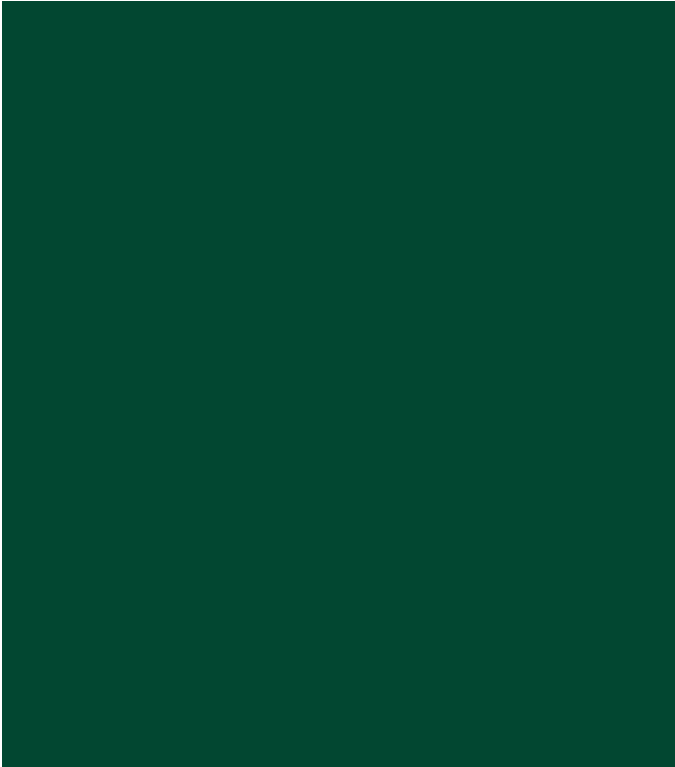
Saturday Peak Hour Volumes



Full Day Hourly Demand Profile

		Hourly Inbound Scale Volumes													
Hour Start	Hour End	Tuesday 2/8/2022	Tuesday 5/17/2022	Tuesday 9/27/2022	Wednesday 1/19/2022	Wednesday 2/16/2022	Wednesday 9/14/2022	Wednesday 12/21/2022	Thursday 1/20/2022	Thursday 2/10/2022	Thursday 9/8/2022	Thursday 12/22/2022	Friday 7/22/2022	Friday 8/26/2022	Friday 9/30/2022
7:00 AM	8:00 AM	18	31	18	15	32	20	45	18	37	22	47	25	33	29
8:00 AM	9:00 AM	22	16	30	15	27	32	19	17	24	33	19	15	19	25
9:00 AM	10:00 AM	20	18	28	22	24	29	21	19	17	25	16	23	25	20
10:00 AM	11:00 AM	26	28	37	24	33	31	20	28	36	30	21	18	28	25
11:00 AM	12:00 PM	32	30	42	42	29	36	22	35	27	30	27	11	31	36
12:00 PM	1:00 PM	42	33	36	35	26	31	24	38	26	28	24	17	34	17
1:00 PM	2:00 PM	18	25	20	23	22	39	17	20	30	44	23	26	32	26
2:00 PM	3:00 PM	21	20	7	23	24	33	20	13	25	20	20	25	17	15
3:00 PM	4:00 PM	8	17	6	11	12	21	13	8	11	26	19	21	17	18
4:00 PM	5:00 PM	0	0	0	0	0	0	3	0	2	2	1	8	0	0
5:00 PM	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0





B

Vehicle Turning Movement Counts

Hwy-402 & Nauvoo Road EB Off-ramp Terminal

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 7:15:00

To: 8:15:00

Municipality: Watford
Site #: 0000007001
Intersection: Nauvoo Road & Highway 402 Eastb
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S

North Leg Total: 286

North Entering: 149

North Peds: 0

Peds Cross: \times

Buses	0	3	0	3
Trucks	1	26	0	27
Cars	20	99	0	119
Totals	21	128	0	



Buses 0

Trucks 18

Cars 119

Totals 137

East Leg Total: 47

East Entering: 0

East Peds: 0

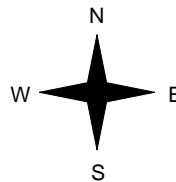
Peds Cross: \times

Buses	Trucks	Cars	Totals
0	1	20	21



Highway 402 Eastbound ramps

Buses	Trucks	Cars	Totals
0	1	7	8
0	0	0	0
1	3	34	38
1	4	41	



Nauvoo Road



Cars	Trucks	Buses	Totals
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

Highway 402 Eastbound ramps



Cars	Trucks	Buses	Totals
32	15	0	47

Peds Cross: \times

West Peds: 0

West Entering: 46

West Leg Total: 67

Cars	133	Cars	0	112	32	144
Trucks	29	Trucks	0	17	15	32
Buses	4	Buses	0	0	0	0
Totals	166	Totals	0	129	47	



Peds Cross: \times

South Peds: 0

South Entering: 176

South Leg Total: 342

Comments

There were no cyclists

Hwy-402 & Nauvoo Road EB Off-ramp Terminal

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 11:30:00

To: 12:30:00

Municipality: Watford
Site #: 0000007001
Intersection: Nauvoo Road & Highway 402 Eastb
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S

North Leg Total: 238

North Entering: 126

North Peds: 0

Peds Cross: \times

Buses	0	0	0	0
Trucks	3	33	0	36
Cars	16	74	0	90
Totals	19	107	0	



Buses 0

Trucks 19

Cars 93

Totals 112

East Leg Total: 44

East Entering: 0

East Peds: 0

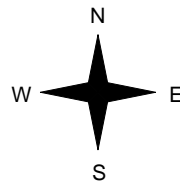
Peds Cross: \times

Buses	Trucks	Cars	Totals
0	3	16	19



Highway 402 Eastbound ramps

Buses	Trucks	Cars	Totals
0	2	6	8
0	0	0	0
0	1	20	21
0	3	26	



Nauvoo Road

Cars	Trucks	Buses	Totals
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

Highway 402 Eastbound ramps



Cars	Trucks	Buses	Totals
21	23	0	44

Peds Cross: \times

West Peds: 0

West Entering: 29

West Leg Total: 48

Cars	94	Cars	0	87	21	108
Trucks	34	Trucks	0	17	23	40
Buses	0	Buses	0	0	0	0
Totals	128	Totals	0	104	44	



Peds Cross: \times

South Peds: 0

South Entering: 148

South Leg Total: 276

Comments

There were no cyclists

Hwy-402 & Nauvoo Road EB Off-ramp Terminal

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From: 16:30:00

To: 17:30:00

Municipality: Watford
Site #: 0000007001
Intersection: Nauvoo Road & Highway 402 Eastb
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S

North Leg Total: 320

North Entering: 164

North Peds: 0

Peds Cross: \nlessgtr

Buses	0	0	0	0
Trucks	3	11	0	14
Cars	21	129	0	150
Totals	24	140	0	



Buses 0

Trucks 11

Cars 145

Totals 156

East Leg Total: 39

East Entering: 0

East Peds: 0

Peds Cross: \nlessgtr

Buses	Trucks	Cars	Totals
0	4	21	25

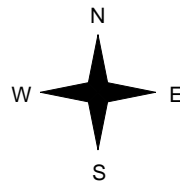


Nauvoo Road

Cars	Trucks	Buses	Totals
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0



Highway 402 Eastbound ramps



Buses	Trucks	Cars	Totals
0	1	25	26
0	0	0	0
0	1	32	33
0	2	57	



Highway 402 Eastbound ramps



Cars	Trucks	Buses	Totals
33	6	0	39

Peds Cross: \nlessgtr

West Peds: 0

West Entering: 59

West Leg Total: 84

Cars	161	Cars	0	120	33	153
Trucks	12	Trucks	1	10	6	17
Buses	0	Buses	0	0	0	0
Totals	173	Totals	1	130	39	



Nauvoo Road



Peds Cross: \nlessgtr

South Peds: 0

South Entering: 170

South Leg Total: 343

Comments

There were no cyclists

Hwy-402 & Nauvoo Road EB Off-ramp Terminal

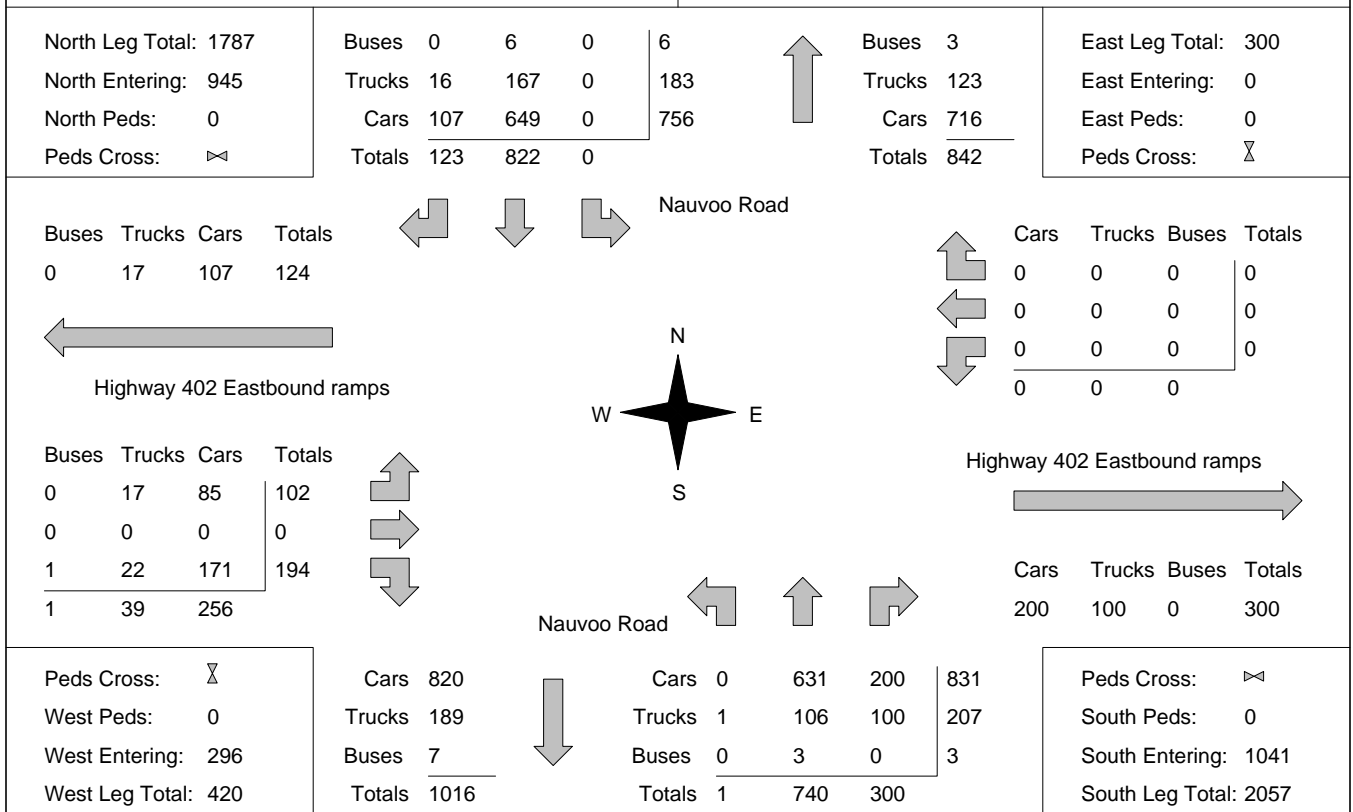
Total Count Diagram

Municipality: Watford
Site #: 0000007001
Intersection: Nauvoo Road & Highway 402 Eastb
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S



Comments

There were no cyclists

Hwy-402 & Nauvoo Road EB Off-ramp Terminal Traffic Count Summary

Intersection: Nauvoo Road & Highway 402 East Count Date: 22-Nov-2022 Municipality: Watford

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	115	24	139	0	302	8:00:00	0	110	53	163	0
9:00:00	0	130	12	142	0	303	9:00:00	0	110	51	161	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	107	11	118	0	237	12:00:00	0	86	33	119	0
13:00:00	0	96	23	119	0	265	13:00:00	0	103	43	146	0
14:00:00	0	120	17	137	0	259	14:00:00	0	86	36	122	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	126	20	146	0	325	17:00:00	0	130	49	179	0
18:00:00	0	128	16	144	0	295	18:00:00	1	115	35	151	0
Totals:	0	822	123	945	0	1986		1	740	300	1041	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0	42	8:00:00	9	0	33	42	0
9:00:00	0	0	0	0	0	35	9:00:00	10	0	25	35	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	0	0	0	0	31	12:00:00	10	0	21	31	0
13:00:00	0	0	0	0	0	29	13:00:00	11	0	18	29	0
14:00:00	0	0	0	0	0	42	14:00:00	12	0	30	42	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	60	17:00:00	22	0	38	60	0
18:00:00	0	0	0	0	0	57	18:00:00	28	0	29	57	0
Totals:	0	0	0	0	0	296		102	0	194	296	0
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	8:00	9:00	12:00	13:00		14:00	16:00	17:00	18:00			
Crossing Values:	9	10	10	11		12	0	22	28			

Hwy-402 & Nauvoo Road WB Off-ramp Terminal

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 7:15:00

To: 8:15:00

Municipality: Watford
Site #: 0000007002
Intersection: Nauvoo Road & Highway 402 Westl
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

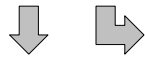
North Leg Total: 248
 North Entering: 134
 North Peds: 0
 Peds Cross: \times

Buses	3	0	3
Trucks	14	4	18
Cars	94	19	113
Totals	111	23	

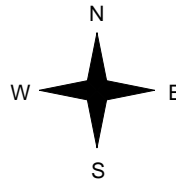


Buses	0
Trucks	12
Cars	102
Totals	114

East Leg Total: 114
 East Entering: 54
 East Peds: 0
 Peds Cross: \times



Nauvoo Road



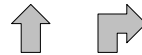
	Cars	Trucks	Buses	Totals
	14	0	0	14
	27	13	0	40
	41	13	0	

Highway 402 Westbound ramps



	Cars	Trucks	Buses	Totals
	50	10	0	60

Nauvoo Road



Cars	121	Cars	88	31	119
Trucks	27	Trucks	12	6	18
Buses	3	Buses	0	0	0
Totals	151	Totals	100	37	



Peds Cross: \times
 South Peds: 0
 South Entering: 137
 South Leg Total: 288

Comments

There were no cyclists

Hwy-402 & Nauvoo Road WB Off-ramp Terminal

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 11:45:00

To: 12:45:00

Municipality: Watford
Site #: 0000007002
Intersection: Nauvoo Road & Highway 402 Westl
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S

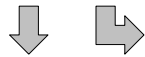
North Leg Total: 207
 North Entering: 105
 North Peds: 0
 Peds Cross: \times

Buses	0	0	0
Trucks	21	5	26
Cars	71	8	79
Totals	92	13	

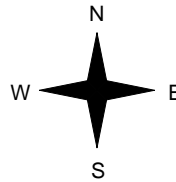


Buses	0
Trucks	22
Cars	80
Totals	102

East Leg Total: 83
 East Entering: 47
 East Peds: 0
 Peds Cross: \times



Nauvoo Road



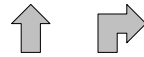
	Cars	Trucks	Buses	Totals
Upward arrow	8	5	0	13
Downward arrow	14	20	0	34
	22	25	0	

Highway 402 Westbound ramps



	Cars	Trucks	Buses	Totals
Upward arrow	28	8	0	36

Nauvoo Road



Cars	85	Cars	72	20	92
Trucks	41	Trucks	17	3	20
Buses	0	Buses	0	0	0
Totals	126	Totals	89	23	



Peds Cross: \times
 South Peds: 0
 South Entering: 112
 South Leg Total: 238

Comments

There were no cyclists

Hwy-402 & Nauvoo Road WB Off-ramp Terminal

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From: 16:30:00

To: 17:30:00

Municipality: Watford
Site #: 0000007002
Intersection: Nauvoo Road & Highway 402 West
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S

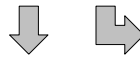
North Leg Total: 291
 North Entering: 145
 North Peds: 0
 Peds Cross: \times

Buses	0	0	0
Trucks	13	2	15
Cars	117	13	130
Totals	130	15	

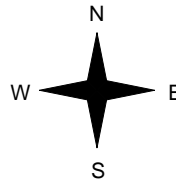


Buses	1
Trucks	8
Cars	137
Totals	146

East Leg Total: 119
 East Entering: 65
 East Peds: 0
 Peds Cross: \times



Nauvoo Road



	Cars	Trucks	Buses	Totals
Northbound	26	2	1	29
Southbound	35	1	0	36
Totals	61	3	1	

Highway 402 Westbound ramps



	Cars	Trucks	Buses	Totals
Westbound	47	7	0	54

Cars	152	Cars	111	34	145
Trucks	14	Trucks	6	5	11
Buses	0	Buses	0	0	0
Totals	166	Totals	117	39	



Nauvoo Road

Peds Cross: \times
 South Peds: 0
 South Entering: 156
 South Leg Total: 322

Comments

There were no cyclists

Hwy-402 & Nauvoo Road WB Off-ramp Terminal

Total Count Diagram

Municipality: Watford
Site #: 0000007002
Intersection: Nauvoo Road & Highway 402 Westl
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

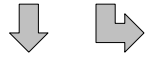
North Leg Total: 1536
 North Entering: 798
 North Peds: 0
 Peds Cross: ∇

Buses	6	0	6
Trucks	99	24	123
Cars	593	76	669
Totals	698	100	

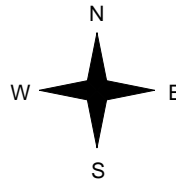


Buses	3
Trucks	98
Cars	637
Totals	738

East Leg Total: 665
 East Entering: 357
 East Peds: 0
 Peds Cross: ∇



Nauvoo Road



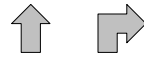
	Cars	Trucks	Buses	Totals
	97	12	1	110
	163	84	0	247
	260	96	1	

Highway 402 Westbound ramps



	Cars	Trucks	Buses	Totals
	245	62	1	308

Nauvoo Road



Cars	756		
Trucks	183		
Buses	6		
Totals	945		



Cars	540	169	709
Trucks	86	38	124
Buses	2	1	3
Totals	628	208	

Peds Cross: ∇
 South Peds: 0
 South Entering: 836
 South Leg Total: 1781

Comments

There were no cyclists

Hwy-402 & Nauvoo Road WB Off-ramp Terminal Traffic Count Summary

Intersection: Nauvoo Road & Highway 402 Wes Count Date: 22-Nov-2022 Municipality: Watford

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	26	106	0	132	0	251	8:00:00	0	89	30	119	0
9:00:00	13	102	0	115	0	234	9:00:00	0	83	36	119	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	10	77	0	87	0	183	12:00:00	0	77	19	96	0
13:00:00	13	91	0	104	0	216	13:00:00	0	89	23	112	0
14:00:00	13	96	0	109	0	205	14:00:00	0	68	28	96	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	14	115	0	129	0	279	17:00:00	0	108	42	150	0
18:00:00	11	111	0	122	0	266	18:00:00	0	114	30	144	0
Totals:	100	698	0	798	0	1634		0	628	208	836	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	37	0	13	50	0	50	8:00:00	0	0	0	0	0
9:00:00	35	0	8	43	0	43	9:00:00	0	0	0	0	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	42	0	9	51	0	51	12:00:00	0	0	0	0	0
13:00:00	29	0	13	42	0	42	13:00:00	0	0	0	0	0
14:00:00	39	0	12	51	0	51	14:00:00	0	0	0	0	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	31	0	20	51	0	51	17:00:00	0	0	0	0	0
18:00:00	34	0	35	69	0	69	18:00:00	0	0	0	0	0
Totals:	247	0	110	357	0	357		0	0	0	0	0
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	8:00	9:00	12:00	13:00		14:00	16:00	17:00	18:00			
Crossing Values:	37	35	42	29		39	0	31	34			

Nauvoo Road & Zion Line

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 7:15:00

To: 8:15:00

Municipality: Watford
Site #: 0000007004
Intersection: Nauvoo Road & Zion Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 339
 North Entering: 160
 North Peds: 0
 Peds Cross: \bowtie

Buses	0	1	2	3
Trucks	0	27	1	28
Cars	0	126	3	129
Totals	0	154	6	



Buses	0
Trucks	32
Cars	147
Totals	179

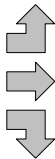
East Leg Total: 34
 East Entering: 22
 East Peds: 0
 Peds Cross: \bowtie

Buses	Trucks	Cars	Totals
0	0	10	10

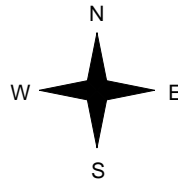


Zion Line

Buses	Trucks	Cars	Totals
0	0	6	6
0	0	1	1
1	0	9	10
1	0	16	



Nauvoo Road



Cars	Trucks	Buses	Totals
3	0	0	3
7	0	0	7
11	1	0	12
21	1	0	

Zion Line



Cars	Trucks	Buses	Totals
9	1	2	12

Peds Cross: \bowtie
 West Peds: 0
 West Entering: 17
 West Leg Total: 27

Cars	146	Cars	3	138	5	146
Trucks	28	Trucks	0	32	0	32
Buses	2	Buses	0	0	0	0
Totals	176	Totals	3	170	5	



Peds Cross: \bowtie
 South Peds: 0
 South Entering: 178
 South Leg Total: 354

Comments

Nauvoo Road & Zion Line

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 11:30:00

To: 12:30:00

Municipality: Watford
Site #: 0000007004
Intersection: Nauvoo Road & Zion Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 276
 North Entering: 131
 North Peds: 0
 Peds Cross: ∇

Buses	0	0	0	0
Trucks	0	33	1	34
Cars	4	90	3	97
Totals	4	123	4	



Buses	0
Trucks	40
Cars	105
Totals	145

East Leg Total: 31
 East Entering: 13
 East Peds: 0
 Peds Cross: ∇

Buses	Trucks	Cars	Totals
0	2	9	11

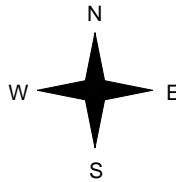


Nauvoo Road

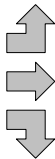
Cars	Trucks	Buses	Totals
1	1	0	2
0	1	0	1
9	1	0	10
10	3	0	



Zion Line



Buses	Trucks	Cars	Totals
0	1	3	4
0	2	4	6
0	4	4	8
0	7	11	



Zion Line



Peds Cross: ∇
 West Peds: 0
 West Entering: 18
 West Leg Total: 29

Cars	103	Cars	5	101	7	113
Trucks	38	Trucks	1	38	1	40
Buses	0	Buses	0	0	0	0
Totals	141	Totals	6	139	8	



Nauvoo Road



Cars	Trucks	Buses	Totals
14	4	0	18

Peds Cross: ∇
 South Peds: 0
 South Entering: 153
 South Leg Total: 294

Comments

Nauvoo Road & Zion Line

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From: 16:00:00

To: 17:00:00

Municipality: Watford
Site #: 0000007004
Intersection: Nauvoo Road & Zion Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 341
 North Entering: 166
 North Peds: 0
 Peds Cross: \times

Buses	0	1	0	1
Trucks	1	14	1	16
Cars	5	136	8	149
Totals	6	151	9	



Buses	1
Trucks	23
Cars	151
Totals	175

East Leg Total: 40
 East Entering: 19
 East Peds: 0
 Peds Cross: \times

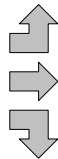
Buses	Trucks	Cars	Totals
0	1	19	20



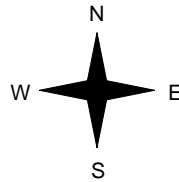
Nauvoo Road

Cars	Trucks	Buses	Totals
2	0	1	3
6	0	0	6
10	0	0	10
18	0	1	

Buses	Trucks	Cars	Totals
0	1	4	5
0	0	4	4
0	1	4	5
0	2	12	



Zion Line



Zion Line



Peds Cross: \times
 West Peds: 0
 West Entering: 14
 West Leg Total: 34

Cars	150	Cars	8	145	8	161
Trucks	15	Trucks	0	22	0	22
Buses	1	Buses	0	0	0	0
Totals	166	Totals	8	167	8	



Nauvoo Road



Cars	Trucks	Buses	Totals
20	1	0	21

Peds Cross: \times
 South Peds: 0
 South Entering: 183
 South Leg Total: 349

Comments

Nauvoo Road & Zion Line

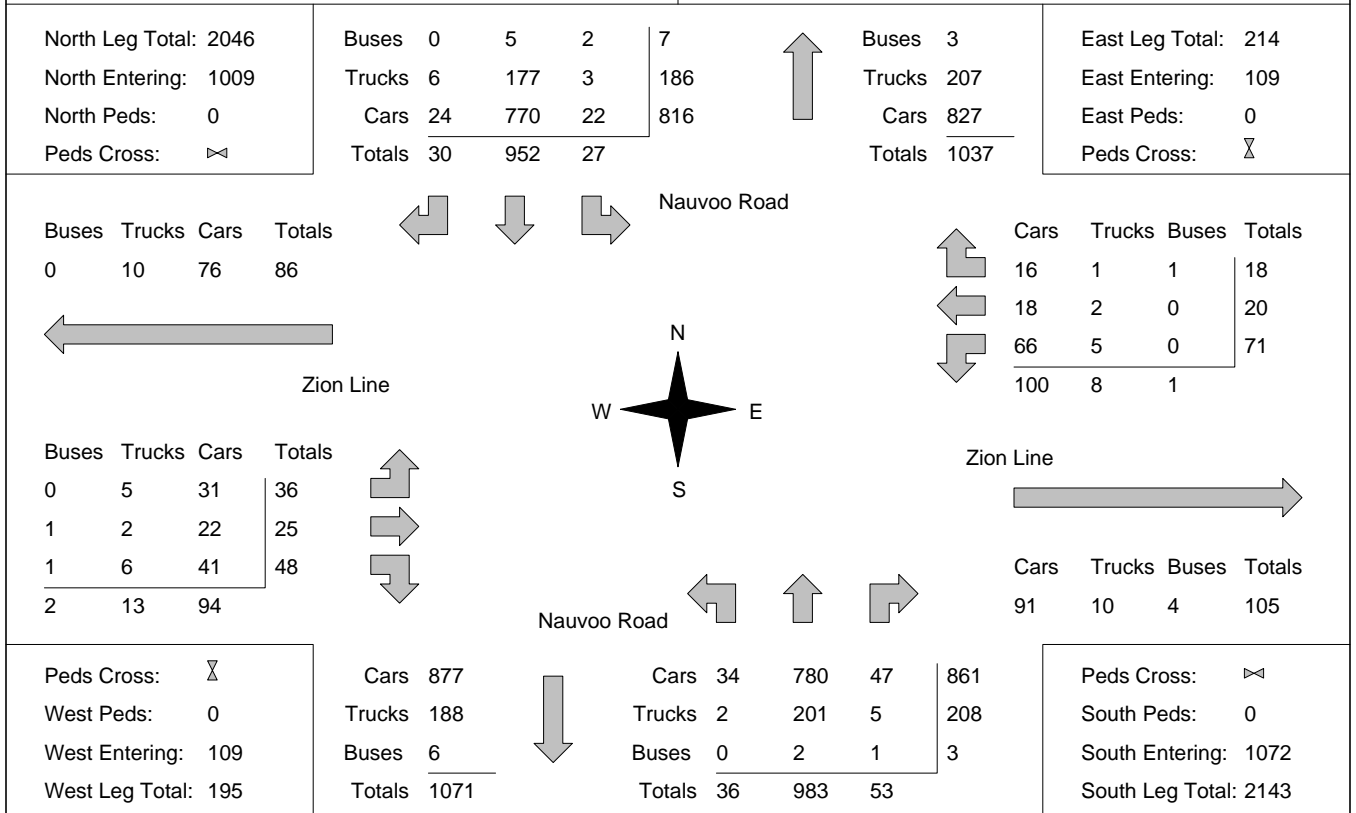
Total Count Diagram

Municipality: Watford
Site #: 0000007004
Intersection: Nauvoo Road & Zion Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S



Comments

Nauvoo Road & Zion Line Traffic Count Summary

Intersection: Nauvoo Road & Zion Line						Count Date: 22-Nov-2022		Municipality: Watford					
North Approach Totals						South Approach Totals							
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0	
8:00:00	7	134	1	142	0	300	8:00:00	3	150	5	158	0	
9:00:00	2	155	1	158	0	324	9:00:00	2	157	7	166	0	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0	
12:00:00	3	118	6	127	0	247	12:00:00	4	110	6	120	0	
13:00:00	1	107	3	111	0	269	13:00:00	7	141	10	158	0	
14:00:00	1	144	6	151	0	282	14:00:00	6	113	12	131	0	
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0	
17:00:00	9	151	6	166	0	349	17:00:00	8	167	8	183	0	
18:00:00	4	143	7	154	0	310	18:00:00	6	145	5	156	0	
Totals:	27	952	30	1009	0	2081		36	983	53	1072	0	
East Approach Totals						West Approach Totals							
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0	
8:00:00	14	6	3	23	0	40	8:00:00	8	2	7	17	0	
9:00:00	6	3	1	10	0	29	9:00:00	8	4	7	19	0	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0	
12:00:00	5	1	2	8	0	22	12:00:00	5	3	6	14	0	
13:00:00	14	2	2	18	0	33	13:00:00	3	5	7	15	0	
14:00:00	9	1	2	12	0	26	14:00:00	4	2	8	14	0	
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0	
17:00:00	10	6	3	19	0	33	17:00:00	5	4	5	14	0	
18:00:00	13	1	5	19	0	35	18:00:00	3	5	8	16	0	
Totals:	71	20	18	109	0	218		36	25	48	109	0	
Calculated Values for Traffic Crossing Major Street													
Hours Ending:	8:00	9:00	12:00	13:00		14:00	16:00	17:00	18:00				
Crossing Values:	28	18	13	22		15	0	21	21				

Nauvoo Road & Zion Line

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From:

To:

Municipality: Watford
Site #: 5000007004
Intersection: Nauvoo Road & Zion Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 0
 North Entering: 0
 North Peds: 0
 Peds Cross: 0

Cyclists	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	0	0	0



Cyclists	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 0
 East Entering: 0
 East Peds: 0
 Peds Cross: 0

Cyclists	0
Trucks	0
Cars	0
Totals	0

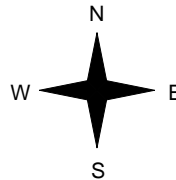


Nauvoo Road

Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0



Zion Line



Cyclists	0
Trucks	0
Cars	0
Totals	0



Zion Line



Peds Cross: 0
 West Peds: 0
 West Entering: 0
 West Leg Total: 0

Cars	0
Trucks	0
Cyclists	0
Totals	0



Nauvoo Road

Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0



Peds Cross: 0
 South Peds: 0
 South Entering: 0
 South Leg Total: 0

Comments

Nauvoo Road & Zion Line

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 11:45:00

To: 12:45:00

Municipality: Watford
Site #: 5000007004
Intersection: Nauvoo Road & Zion Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 0
 North Entering: 0
 North Peds: 0
 Peds Cross: ∇

Cyclists	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	0	0	0



Cyclists	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 1
 East Entering: 1
 East Peds: 0
 Peds Cross: ∇

Cyclists	1
Trucks	0
Cars	0
Totals	1

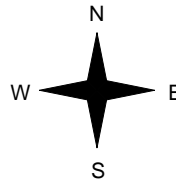


Nauvoo Road

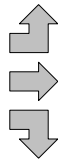
Cars	0	0	0	0
Trucks	0	0	1	1
Cyclists	0	0	0	0
Totals	0	0	1	1



Zion Line



Cyclists	0
Trucks	0
Cars	0
Totals	0



Nauvoo Road

Zion Line



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: ∇
 West Peds: 0
 West Entering: 0
 West Leg Total: 1

Cars	0
Trucks	0
Cyclists	0
Totals	0



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: ∇
 South Peds: 0
 South Entering: 0
 South Leg Total: 0

Comments

Nauvoo Road & Zion Line

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From:

To:

Municipality: Watford
Site #: 5000007004
Intersection: Nauvoo Road & Zion Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 0
 North Entering: 0
 North Peds: 0
 Peds Cross: 0

Cyclists	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	0	0	0



Cyclists	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 0
 East Entering: 0
 East Peds: 0
 Peds Cross: 0

Cyclists	0
Trucks	0
Cars	0
Totals	0

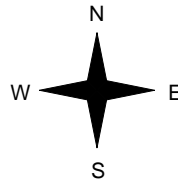


Nauvoo Road

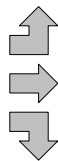
Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0



Zion Line



Cyclists	0
Trucks	0
Cars	0
Totals	0



Nauvoo Road

Zion Line



Peds Cross: 0
 West Peds: 0
 West Entering: 0
 West Leg Total: 0

Cars	0
Trucks	0
Cyclists	0
Totals	0



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: 0
 South Peds: 0
 South Entering: 0
 South Leg Total: 0

Comments

Nauvoo Road & Zion Line

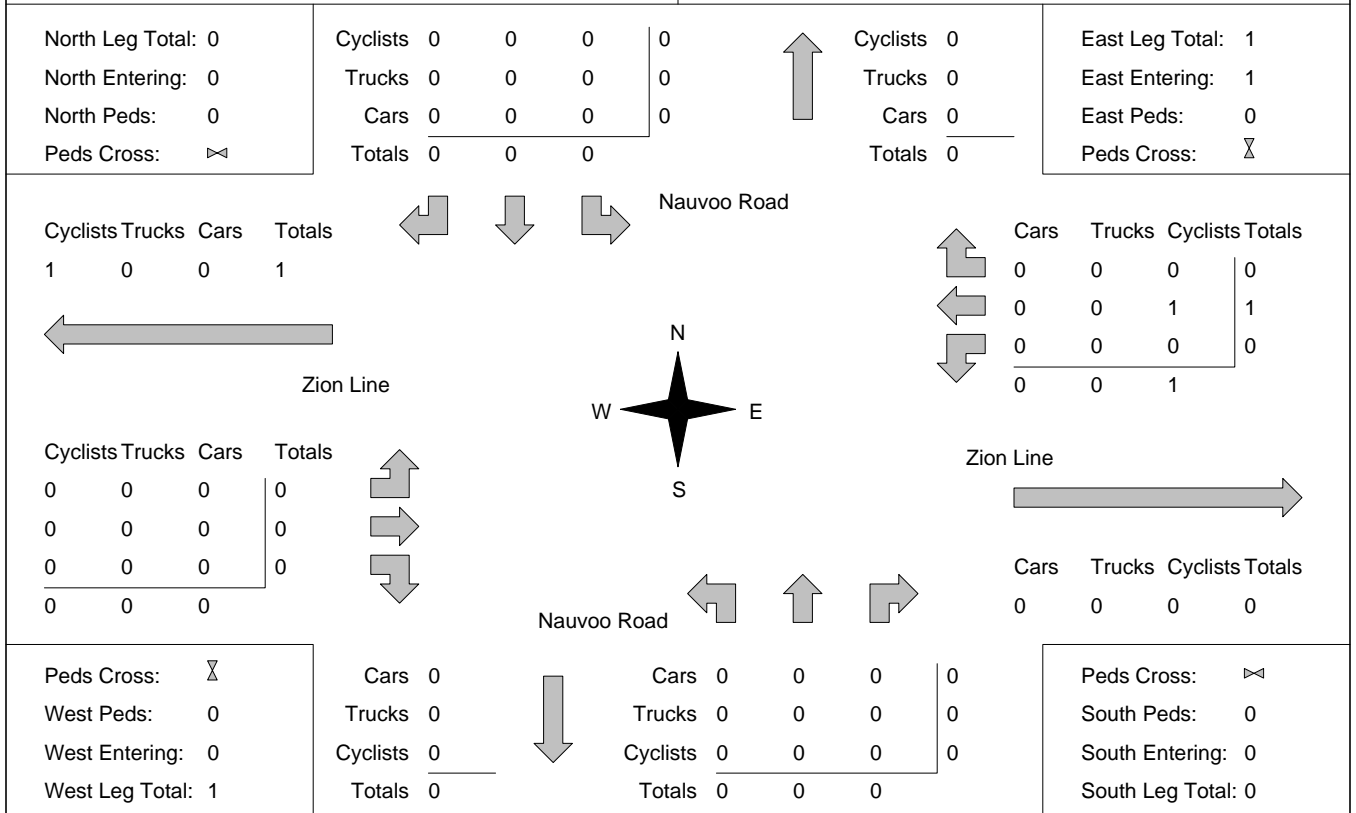
Total Count Diagram

Municipality: Watford
Site #: 5000007004
Intersection: Nauvoo Road & Zion Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S



Comments

Nauvoo Road & Zion Line Traffic Count Summary

Intersection: Nauvoo Road & Zion Line						Count Date: 22-Nov-2022		Municipality: Watford					
North Approach Totals						North/South Total Approaches	South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds		Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0	
8:00:00	0	0	0	0	0	0	8:00:00	0	0	0	0	0	
9:00:00	0	0	0	0	0	0	9:00:00	0	0	0	0	0	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0	
12:00:00	0	0	0	0	0	0	12:00:00	0	0	0	0	0	
13:00:00	0	0	0	0	0	0	13:00:00	0	0	0	0	0	
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0	
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0	
17:00:00	0	0	0	0	0	0	17:00:00	0	0	0	0	0	
18:00:00	0	0	0	0	0	0	18:00:00	0	0	0	0	0	
Totals:	0	0	0	0	0	0		0	0	0	0	0	
East Approach Totals						East/West Total Approaches	West Approach Totals						
Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds		Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0	
8:00:00	0	0	0	0	0	0	8:00:00	0	0	0	0	0	
9:00:00	0	0	0	0	0	0	9:00:00	0	0	0	0	0	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0	
12:00:00	0	0	0	0	0	0	12:00:00	0	0	0	0	0	
13:00:00	0	1	0	1	0	1	13:00:00	0	0	0	0	0	
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0	
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0	
17:00:00	0	0	0	0	0	0	17:00:00	0	0	0	0	0	
18:00:00	0	0	0	0	0	0	18:00:00	0	0	0	0	0	
Totals:	0	1	0	1	0	1		0	0	0	0	0	
Calculated Values for Traffic Crossing Major Street													
Hours Ending:	7:00	8:00	9:00	11:00		12:00	13:00	14:00	16:00				
Crossing Values:	0	0	0	0		0	1	0	0				

Nauvoo Road & Primary facility access

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 7:30:00

To: 8:30:00

Municipality: Watford
Site #: 0000007005
Intersection: Nauvoo Road & Primary facility access
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S

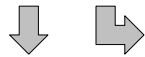
North Leg Total: 355
 North Entering: 184
 North Peds: 0
 Peds Cross: \times

Buses	2	0	2
Trucks	8	12	20
Cars	159	3	162
Totals	169	15	

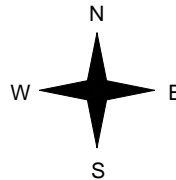


Buses	0
Trucks	41
Cars	130
Totals	171

East Leg Total: 48
 East Entering: 25
 East Peds: 0
 Peds Cross: \times



Nauvoo Road



	Cars	Trucks	Buses	Totals
Left Turn	1	23	0	24
Right Turn	1	0	0	1
Totals	2	23	0	

Primary facility access



Nauvoo Road

Cars	160	Cars	129	6	135
Trucks	8	Trucks	18	2	20
Buses	2	Buses	0	0	0
Totals	170	Totals	147	8	



Cars	9	Trucks	14	Buses	0	Totals	23
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Peds Cross: \times
 South Peds: 0
 South Entering: 155
 South Leg Total: 325

Comments

There were no cyclists

Nauvoo Road & Primary facility access

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 11:30:00

To: 12:30:00

Municipality: Watford
Site #: 0000007005
Intersection: Nauvoo Road & Primary facility access
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S

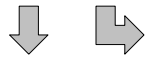
North Leg Total: 298
 North Entering: 141
 North Peds: 0
 Peds Cross: \times

Buses	0	0	0
Trucks	19	21	40
Cars	99	2	101
Totals	118	23	

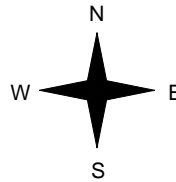


Buses	0
Trucks	41
Cars	116
Totals	157

East Leg Total: 75
 East Entering: 42
 East Peds: 0
 Peds Cross: \times



Nauvoo Road

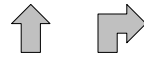


	Cars	Trucks	Buses	Totals
Northbound	6	24	0	30
Southbound	9	3	0	12
Totals	15	27	0	

Primary facility access



Nauvoo Road



Cars	108	Cars	110	8	118
Trucks	22	Trucks	17	2	19
Buses	0	Buses	0	0	0
Totals	130	Totals	127	10	



Peds Cross: \times
 South Peds: 0
 South Entering: 137
 South Leg Total: 267

Comments

There were no cyclists

Nauvoo Road & Primary facility access

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From: 16:30:00

To: 17:30:00

Municipality: Watford
Site #: 0000007005
Intersection: Nauvoo Road & Primary facility access
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S

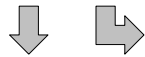
North Leg Total: 354
 North Entering: 178
 North Peds: 0
 Peds Cross: \times

Buses	0	0	0
Trucks	11	0	11
Cars	167	0	167
Totals	178	0	

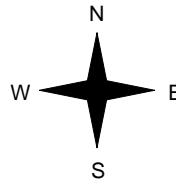


Buses	0
Trucks	13
Cars	163
Totals	176

East Leg Total: 18
 East Entering: 18
 East Peds: 0
 Peds Cross: \times



Nauvoo Road



	Cars	Trucks	Buses	Totals
Northbound	10	3	0	13
Southbound	4	1	0	5
Totals	14	4	0	

Primary facility access



Nauvoo Road

Cars	171	Cars	153	0	153
Trucks	12	Trucks	10	0	10
Buses	0	Buses	0	0	0
Totals	183	Totals	163	0	



Cars	0	Trucks	0	Buses	0	Totals	0
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Peds Cross: \times
 South Peds: 0
 South Entering: 163
 South Leg Total: 346

Comments

There were no cyclists

Nauvoo Road & Primary facility access

Total Count Diagram

Municipality: Watford
Site #: 0000007005
Intersection: Nauvoo Road & Primary facility access
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

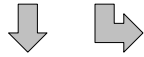
North Leg Total: 2144
 North Entering: 1073
 North Peds: 0
 Peds Cross: ∇

Buses	6	0	6
Trucks	100	90	190
Cars	864	13	877
Totals	970	103	

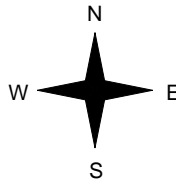


Buses	1
Trucks	207
Cars	863
Totals	1071

East Leg Total: 301
 East Entering: 161
 East Peds: 0
 Peds Cross: ∇



Nauvoo Road



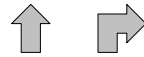
	Cars	Trucks	Buses	Totals
	22	94	0	116
	30	15	0	45
	52	109	0	

Primary facility access



	Cars	Trucks	Buses	Totals
	45	95	0	140

Nauvoo Road



Cars	894	6	1015
Trucks	115		
Buses			
Totals	1015		



Cars	841	32	873
Trucks	113	5	118
Buses	1	0	1
Totals	955	37	

Peds Cross: ∇
 South Peds: 0
 South Entering: 992
 South Leg Total: 2007

Comments

There were no cyclists

Nauvoo Road & Primary facility access Traffic Count Summary

Intersection: Nauvoo Road & Primary facility access Count Date: 22-Nov-2022 Municipality: Watford

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	19	138	0	157	0	310	8:00:00	0	143	10	153	0
9:00:00	14	155	0	169	0	319	9:00:00	0	143	7	150	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	23	105	0	128	0	235	12:00:00	0	100	7	107	0
13:00:00	21	108	0	129	0	268	13:00:00	0	131	8	139	0
14:00:00	25	135	0	160	0	278	14:00:00	0	115	3	118	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	1	163	0	164	0	335	17:00:00	0	169	2	171	0
18:00:00	0	166	0	166	0	320	18:00:00	0	154	0	154	0
Totals:	103	970	0	1073	0	2065		0	955	37	992	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds		Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	3	0	14	17	0	17	8:00:00	0	0	0	0	0
9:00:00	5	0	21	26	0	26	9:00:00	0	0	0	0	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	12	0	20	32	0	32	12:00:00	0	0	0	0	0
13:00:00	8	0	27	35	0	35	13:00:00	0	0	0	0	0
14:00:00	7	0	15	22	0	22	14:00:00	0	0	0	0	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	6	0	13	19	0	19	17:00:00	0	0	0	0	0
18:00:00	4	0	6	10	0	10	18:00:00	0	0	0	0	0
Totals:	45	0	116	161	0	161		0	0	0	0	0
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	8:00	9:00	12:00	13:00				14:00	16:00	17:00	18:00	
Crossing Values:	3	5	12	8				7	0	6	4	

Nauvoo Road & Confederation Line

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 8:00:00

To: 9:00:00

Municipality: Watford
Site #: 0000007003
Intersection: Nauvoo Road & Confederation Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 358
 North Entering: 171
 North Peds: 0
 Peds Cross: \times

Buses	1	4	0	5
Trucks	2	5	1	8
Cars	39	103	16	158
Totals	42	112	17	



Buses	1
Trucks	20
Cars	166
Totals	187

East Leg Total: 117
 East Entering: 53
 East Peds: 0
 Peds Cross: \times

Buses	Trucks	Cars	Totals
3	4	130	137

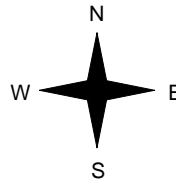


Nauvoo Road

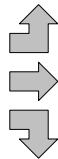
Cars	Trucks	Buses	Totals
15	0	0	15
27	0	1	28
8	1	1	10
50	1	2	



Confederation Line



Buses	Trucks	Cars	Totals
0	3	55	58
0	2	24	26
0	2	43	45
0	7	122	



Confederation Line



Peds Cross: \times
 West Peds: 2
 West Entering: 129
 West Leg Total: 266

Cars	154	Cars	64	96	19	179
Trucks	8	Trucks	2	17	2	21
Buses	5	Buses	1	1	0	2
Totals	167	Totals	67	114	21	



Nauvoo Road

Peds Cross: \times
 South Peds: 0
 South Entering: 202
 South Leg Total: 369

Comments

Nauvoov Road & Confederation Line

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 11:45:00

To: 12:45:00

Municipality: Watford
Site #: 0000007003
Intersection: Nauvoov Road & Confederation Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoov Road runs N/S

North Leg Total: 330
 North Entering: 166
 North Peds: 0
 Peds Cross: \times

Buses	0	0	0	0
Trucks	6	14	1	21
Cars	35	100	10	145
Totals	41	114	11	



Buses	0
Trucks	17
Cars	147
Totals	164

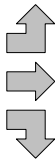
East Leg Total: 100
 East Entering: 52
 East Peds: 0
 Peds Cross: \times

Buses	Trucks	Cars	Totals
0	9	104	113

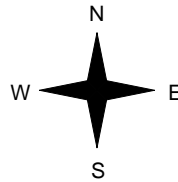


Confederation Line

Buses	Trucks	Cars	Totals
0	2	36	38
0	1	18	19
0	0	45	45
0	3	99	



Nauvoov Road



Cars	Trucks	Buses	Totals
11	2	0	13
20	1	0	21
17	1	0	18
48	4	0	

Confederation Line



Cars	Trucks	Buses	Totals
44	4	0	48

Peds Cross: \times
 West Peds: 2
 West Entering: 102
 West Leg Total: 215

Cars	162	Cars	49	100	16	165
Trucks	15	Trucks	2	13	2	17
Buses	0	Buses	0	0	0	0
Totals	177	Totals	51	113	18	



Peds Cross: \times
 South Peds: 0
 South Entering: 182
 South Leg Total: 359

Comments

Nauvoo Road & Confederation Line

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From: 16:00:00

To: 17:00:00

Municipality: Watford
Site #: 0000007003
Intersection: Nauvoo Road & Confederation Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 404
 North Entering: 206
 North Peds: 0
 Peds Cross: \times

Buses	0	1	0	1
Trucks	0	12	0	12
Cars	17	153	23	193
Totals	17	166	23	



Buses	0
Trucks	13
Cars	185
Totals	198

East Leg Total: 182
 East Entering: 88
 East Peds: 0
 Peds Cross: \times

Buses	Trucks	Cars	Totals
0	1	87	88

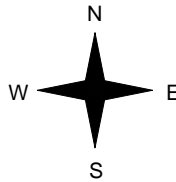


Nauvoo Road

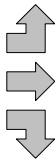
Cars	Trucks	Buses	Totals
26	2	0	28
27	0	0	27
31	2	0	33
84	4	0	



Confederation Line



Buses	Trucks	Cars	Totals
0	2	34	36
0	2	33	35
0	1	43	44
0	5	110	



Nauvoo Road



Confederation Line



Cars	Trucks	Buses	Totals
92	2	0	94

Peds Cross: \times
 West Peds: 7
 West Entering: 115
 West Leg Total: 203

Cars	227	Cars	43	125	36	204
Trucks	15	Trucks	1	9	0	10
Buses	1	Buses	0	0	0	0
Totals	243	Totals	44	134	36	



Peds Cross: \times
 South Peds: 2
 South Entering: 214
 South Leg Total: 457

Comments

Nauvoo Road & Confederation Line

Total Count Diagram

Municipality: Watford
Site #: 0000007003
Intersection: Nauvoo Road & Confederation Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 2331
 North Entering: 1190
 North Peds: 0
 Peds Cross: ∇

Buses	1	7	0	8
Trucks	17	89	12	118
Cars	202	747	115	1064
Totals	220	843	127	



Buses	3
Trucks	110
Cars	1028
Totals	1141

East Leg Total: 910
 East Entering: 444
 East Peds: 0
 Peds Cross: ∇

Buses	Trucks	Cars	Totals
5	31	658	694

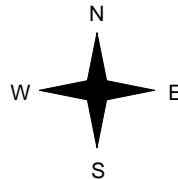


Nauvoo Road

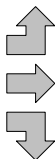
Cars	Trucks	Buses	Totals
113	9	0	122
153	7	2	162
145	14	1	160
411	30	3	



Confederation Line



Buses	Trucks	Cars	Totals
0	12	255	267
0	8	176	184
0	5	275	280
0	25	706	



Confederation Line



Nauvoo Road



Cars	Trucks	Buses	Totals
440	26	0	466

Peds Cross: ∇
 West Peds: 19
 West Entering: 731
 West Leg Total: 1425

Cars	1167
Trucks	108
Buses	8
Totals	1283



Cars	303	660	149	1112
Trucks	7	89	6	102
Buses	2	3	0	5
Totals	312	752	155	

Peds Cross: ∇
 South Peds: 3
 South Entering: 1219
 South Leg Total: 2502

Comments

Nauvoov Road & Confederation Line Traffic Count Summary

Intersection: Nauvoov Road & Confederation Line Count Date: 22-Nov-2022 Municipality: Watford

North Approach Totals						South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	15	81	33	129	0	312	8:00:00	58	110	15	183	1
9:00:00	17	112	42	171	0	373	9:00:00	67	114	21	202	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	20	104	27	151	0	312	12:00:00	37	103	21	161	0
13:00:00	7	114	36	157	0	323	13:00:00	45	102	19	166	0
14:00:00	13	113	33	159	0	294	14:00:00	32	88	15	135	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	23	166	17	206	0	420	17:00:00	44	134	36	214	2
18:00:00	32	153	32	217	0	375	18:00:00	29	101	28	158	0
Totals:	127	843	220	1190	0	2409		312	752	155	1219	3
East Approach Totals						West Approach Totals						
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	12	27	13	52	0	173	8:00:00	62	29	30	121	3
9:00:00	10	28	15	53	0	182	9:00:00	58	26	45	129	2
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	24	23	10	57	0	140	12:00:00	30	23	30	83	0
13:00:00	18	18	18	54	0	161	13:00:00	36	19	52	107	3
14:00:00	25	16	20	61	0	154	14:00:00	25	27	41	93	4
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	33	27	28	88	0	203	17:00:00	36	35	44	115	7
18:00:00	38	23	18	79	0	162	18:00:00	20	25	38	83	0
Totals:	160	162	122	444	0	1175		267	184	280	731	19
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	8:00	9:00	12:00	13:00		14:00	16:00	17:00	18:00			
Crossing Values:	104	96	77	73		77	0	106	83			

Nauvoo Road & Confederation Line

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From:

To:

Municipality: Watford
Site #: 5000007003
Intersection: Nauvoo Road & Confederation Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S

North Leg Total: 0
 North Entering: 0
 North Peds: 0
 Peds Cross: 0

Cyclists	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	0	0	0



Cyclists	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 0
 East Entering: 0
 East Peds: 0
 Peds Cross: 0

Cyclists	0
Trucks	0
Cars	0
Totals	0

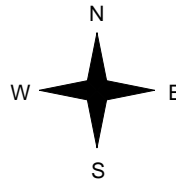


Nauvoo Road

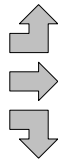
Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0



Confederation Line



Cyclists	0
Trucks	0
Cars	0
Totals	0



Nauvoo Road

Confederation Line



Peds Cross: 0
 West Peds: 0
 West Entering: 0
 West Leg Total: 0

Cars	0
Trucks	0
Cyclists	0
Totals	0



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: 0
 South Peds: 0
 South Entering: 0
 South Leg Total: 0

Comments

Nauvoo Road & Confederation Line

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From:

To:

Municipality: Watford
Site #: 5000007003
Intersection: Nauvoo Road & Confederation Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S

North Leg Total: 0
 North Entering: 0
 North Peds: 0
 Peds Cross: 0

Cyclists	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	0	0	0



Cyclists	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 0
 East Entering: 0
 East Peds: 0
 Peds Cross: 0

Cyclists	0
Trucks	0
Cars	0
Totals	0

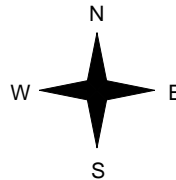


Nauvoo Road

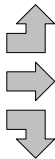
Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0



Confederation Line



Cyclists	0
Trucks	0
Cars	0
Totals	0



Nauvoo Road



Confederation Line



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: 0
 West Peds: 0
 West Entering: 0
 West Leg Total: 0

Cars	0
Trucks	0
Cyclists	0
Totals	0



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: 0
 South Peds: 0
 South Entering: 0
 South Leg Total: 0

Comments

Nauvoo Road & Confederation Line

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From: 16:15:00

To: 17:15:00

Municipality: Watford
Site #: 5000007003
Intersection: Nauvoo Road & Confederation Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:

Clear

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S

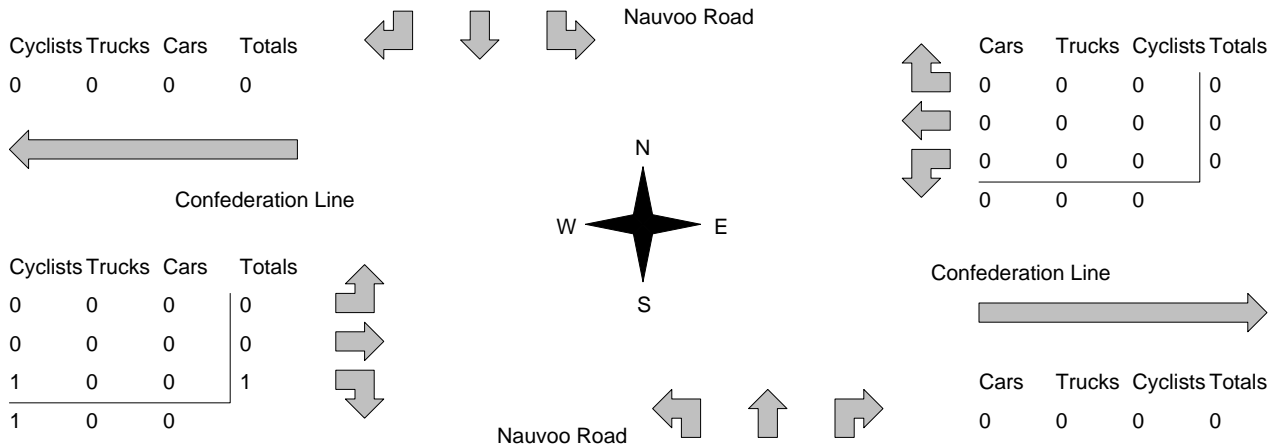
North Leg Total: 1
 North Entering: 1
 North Peds: 0
 Peds Cross: \times

Cyclists	0	1	0	1
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	1	0	1



Cyclists	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 0
 East Entering: 0
 East Peds: 0
 Peds Cross: \times



Peds Cross: \times
 West Peds: 0
 West Entering: 1
 West Leg Total: 1

Cars	0
Trucks	0
Cyclists	2
Totals	2



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: \times
 South Peds: 0
 South Entering: 0
 South Leg Total: 2

Comments

Nauvoo Road & Confederation Line

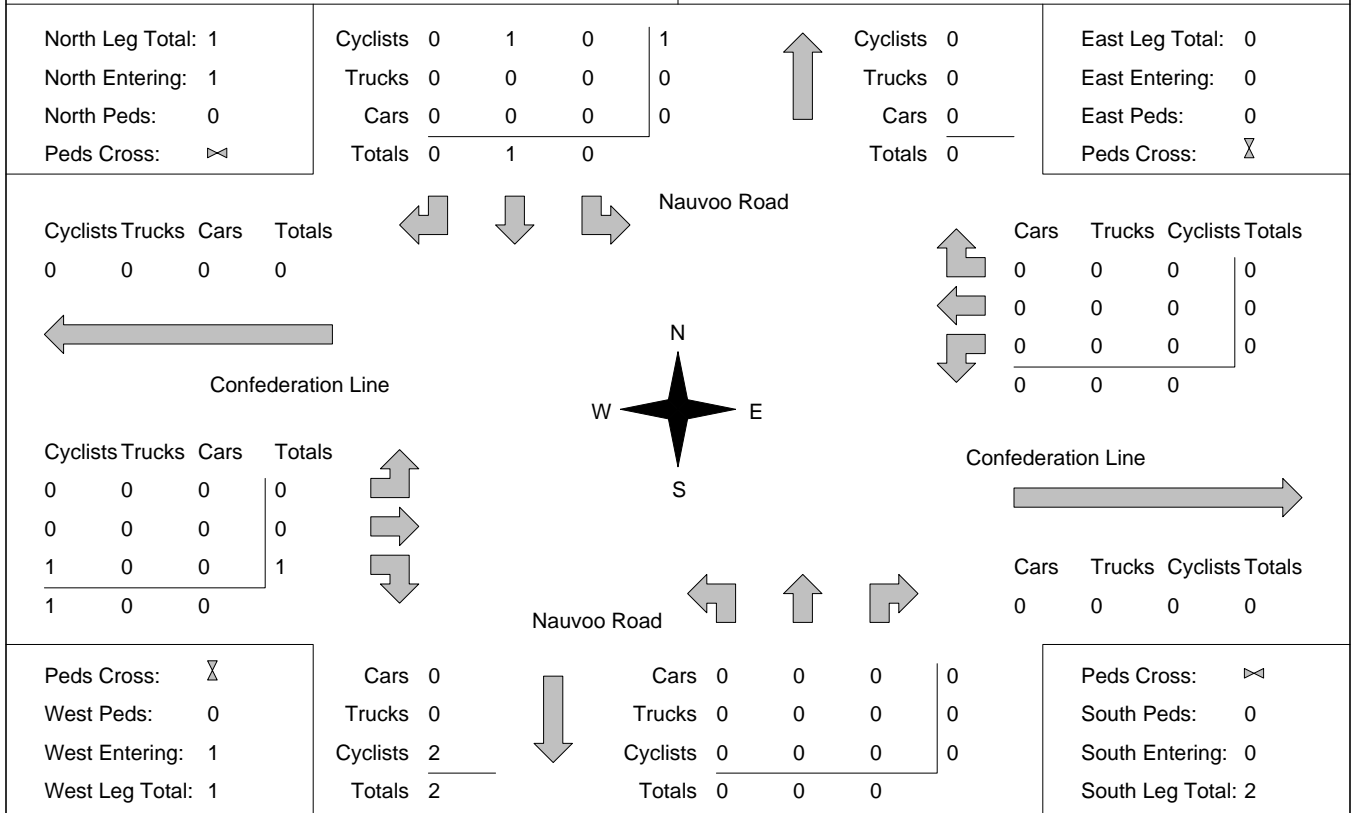
Total Count Diagram

Municipality: Watford
Site #: 5000007003
Intersection: Nauvoo Road & Confederation Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S



Comments

Nauvoe Road & Confederation Line Traffic Count Summary

Intersection: Nauvoe Road & Confederation Line Count Date: 22-Nov-2022 Municipality: Watford

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds		Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0	0	8:00:00	0	0	0	0	0
9:00:00	0	0	0	0	0	0	9:00:00	0	0	0	0	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	0	0	0	0	0	12:00:00	0	0	0	0	0
13:00:00	0	0	0	0	0	0	13:00:00	0	0	0	0	0
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	1	0	1	0	1	17:00:00	0	0	0	0	0
18:00:00	0	0	0	0	0	0	18:00:00	0	0	0	0	0
Totals:	0	1	0	1	0	1		0	0	0	0	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds		Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0	0	8:00:00	0	0	0	0	0
9:00:00	0	0	0	0	0	0	9:00:00	0	0	0	0	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	0	0	0	0	0	12:00:00	0	0	0	0	0
13:00:00	0	0	0	0	0	0	13:00:00	0	0	0	0	0
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	0	17:00:00	0	0	0	0	0
18:00:00	0	0	0	0	0	1	18:00:00	0	0	1	1	0
Totals:	0	0	0	0	0	1		0	0	1	1	0
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	9:00	11:00	12:00	13:00		14:00	16:00	17:00	18:00			
Crossing Values:	0	0	0	0		0	0	0	0			

Nauvoo Road @ Highway 402 WB off-ramp

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 7:45:00

To: 8:45:00

Municipality: Watford
Site #: 0000003401
Intersection: Nauvoo Road & Highway 402 WB o
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

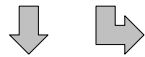
North Leg Total: 264
 North Entering: 133
 North Peds: 0
 Peds Cross: \times

Heavys	8	0	8
Trucks	2	0	2
Cars	123	0	123
Totals	133	0	

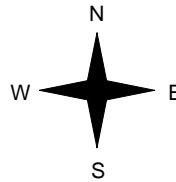


Heavys	11
Trucks	6
Cars	114
Totals	131

East Leg Total: 82
 East Entering: 82
 East Peds: 0
 Peds Cross: \times



Nauvoo Road



	Cars	Trucks	Heavys	Totals
Upward arrow	15	5	2	22
Downward arrow	38	2	20	60
Totals	53	7	22	

Highway 402 WB off-ramp



Cars	Trucks	Heavys	Totals
0	0	0	0

Cars	161
Trucks	4
Heavys	28
Totals	193



Nauvoo Road

Cars	99	0	99
Trucks	1	0	1
Heavys	9	0	9
Totals	109	0	

Peds Cross: \times
 South Peds: 0
 South Entering: 109
 South Leg Total: 302

Comments

There were no cyclists.

Nauvoo Road @ Highway 402 WB off-ramp

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 11:30:00

To: 12:30:00

Municipality: Watford
Site #: 0000003401
Intersection: Nauvoo Road & Highway 402 WB o
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

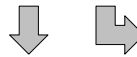
North Leg Total: 278
 North Entering: 130
 North Peds: 0
 Peds Cross: \times

Heavys	15	0	15
Trucks	4	0	4
Cars	111	0	111
Totals	130	0	

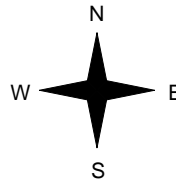


Heavys	19
Trucks	9
Cars	120
Totals	148

East Leg Total: 56
 East Entering: 56
 East Peds: 0
 Peds Cross: \times



Nauvoo Road



	Cars	Trucks	Heavys	Totals
	20	1	3	24
	10	0	22	32
	30	1	25	

Highway 402 WB off-ramp



Cars	Trucks	Heavys	Totals
0	0	0	0

Cars	121
Trucks	4
Heavys	37
Totals	162



Nauvoo Road

Cars	100	0	100
Trucks	8	0	8
Heavys	16	0	16
Totals	124	0	

Peds Cross: \times
 South Peds: 0
 South Entering: 124
 South Leg Total: 286

Comments

There were no cyclists.

Nauvoo Road @ Highway 402 WB off-ramp

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From: 16:45:00

To: 17:45:00

Municipality: Watford
Site #: 0000003401
Intersection: Nauvoo Road & Highway 402 WB o
TFR File #: 1
Count date: 21-May-2025

Weather conditions:

Rain

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

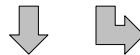
North Leg Total: 316
 North Entering: 152
 North Peds: 0
 Peds Cross: \times

Heavys	3	0	3
Trucks	3	0	3
Cars	146	0	146
Totals	152	0	

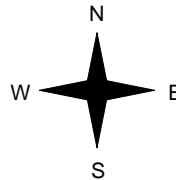


Heavys	8
Trucks	2
Cars	154
Totals	164

East Leg Total: 65
 East Entering: 65
 East Peds: 0
 Peds Cross: \times



Nauvoo Road



	Cars	Trucks	Heavys	Totals
Upward arrow	29	0	2	31
Downward arrow	34	0	0	34
Totals	63	0	2	

Highway 402 WB off-ramp



Cars	Trucks	Heavys	Totals
0	0	0	0

Cars	180
Trucks	3
Heavys	3
Totals	186



Nauvoo Road

Cars	125	0	125
Trucks	2	0	2
Heavys	6	0	6
Totals	133	0	

Peds Cross: \times
 South Peds: 0
 South Entering: 133
 South Leg Total: 319

Comments

There were no cyclists.

Nauvoo Road @ Highway 402 WB off-ramp

Total Count Diagram

Municipality: Watford
Site #: 0000003401
Intersection: Nauvoo Road & Highway 402 WB o
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

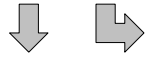
North Leg Total: 1806
 North Entering: 860
 North Peds: 0
 Peds Cross: \times

Heavys	74	0	74
Trucks	27	0	27
Cars	759	0	759
Totals	860	0	860

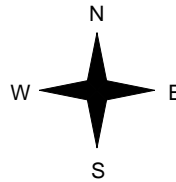


Heavys	85
Trucks	39
Cars	822
Totals	946

East Leg Total: 423
 East Entering: 423
 East Peds: 0
 Peds Cross: \times



Nauvoo Road



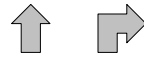
Cars	Trucks	Heavys	Totals
144	7	13	164
161	7	91	259
305	14	104	

Highway 402 WB off-ramp



Cars	Trucks	Heavys	Totals
0	0	0	0

Nauvoo Road



Cars	920	Cars	678	0	678
Trucks	34	Trucks	32	0	32
Heavys	165	Heavys	72	0	72
Totals	1119	Totals	782	0	782



Peds Cross: \times
 South Peds: 0
 South Entering: 782
 South Leg Total: 1901

Comments

There were no cyclists.

Nauvoo Road @ Highway 402 WB off-ramp Traffic Count Summary

Intersection: Nauvoo Road & Highway 402 WB | Count Date: 21-May-2025 | Municipality: Watford

North Approach Totals						South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	106	0	106	0	203	8:00:00	0	97	0	97	0
9:00:00	0	142	0	142	0	227	9:00:00	0	85	0	85	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	125	0	125	0	229	12:00:00	0	104	0	104	0
13:00:00	0	110	0	110	0	221	13:00:00	0	111	0	111	0
14:00:00	0	118	0	118	0	226	14:00:00	0	108	0	108	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	117	0	117	0	261	17:00:00	0	144	0	144	0
18:00:00	0	142	0	142	0	275	18:00:00	0	133	0	133	0
Totals:	0	860	0	860	0	1642		0	782	0	782	0

East Approach Totals						West Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	38	0	20	58	0	58	8:00:00	0	0	0	0	0
9:00:00	53	0	20	73	0	73	9:00:00	0	0	0	0	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	34	0	18	52	0	52	12:00:00	0	0	0	0	0
13:00:00	29	0	21	50	0	50	13:00:00	0	0	0	0	0
14:00:00	40	0	15	55	0	55	14:00:00	0	0	0	0	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	29	0	31	60	0	60	17:00:00	0	0	0	0	0
18:00:00	36	0	39	75	0	75	18:00:00	0	0	0	0	0
Totals:	259	0	164	423	0	423		0	0	0	0	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	9:00	12:00	13:00	14:00	16:00	17:00	18:00
Crossing Values:	38	53	34	29	40	0	29	36

Nauvoo Road @ Highway 402 EB off-ramp

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 7:45:00

To: 8:45:00

Municipality: Watford
Site #: 0000003402
Intersection: Nauvoo Road & Highway 402 EB o
TFR File #: 1
Count date: 1-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 306

North Entering: 166

North Peds: 0

Peds Cross: ∇

Heavys	0	27	27
Trucks	0	1	1
Cars	0	138	138
Totals	0	166	



Heavys 9

Trucks 4

Cars 127

Totals 140

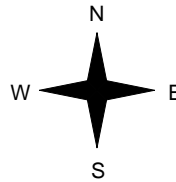
Heavys	Trucks	Cars	Totals
0	0	0	0



Nauvoo Road



Highway 402 EB off-ramp



Heavys	Trucks	Cars	Totals
1	0	15	16
0	5	37	42
1	5	52	



Nauvoo Road



Peds Cross: ∇

West Peds: 0

West Entering: 58

West Leg Total: 58

Cars	175	175
Trucks	6	6
Heavys	27	27
Totals	208	



Cars	0	112	112
Trucks	0	4	4
Heavys	0	8	8
Totals	0	124	

Peds Cross: ∇

South Peds: 0

South Entering: 124

South Leg Total: 332

Comments

There were no cyclists.

Nauvoo Road @ Highway 402 EB off-ramp

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 11:30:00

To: 12:30:00

Municipality: Watford
Site #: 0000003402
Intersection: Nauvoo Road & Highway 402 EB o
TFR File #: 1
Count date: 1-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 289

North Entering: 141

North Peds: 0

Peds Cross: ∇

Heavys	0	35	35
Trucks	0	6	6
Cars	0	100	100
Totals	0	141	



Heavys	22
Trucks	9
Cars	117
Totals	148

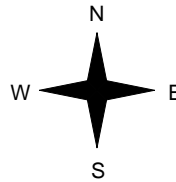
Heavys	Trucks	Cars	Totals
0	0	0	0



Nauvoo Road



Highway 402 EB off-ramp



Heavys	Trucks	Cars	Totals
1	2	8	11
3	0	22	25
4	2	30	



Nauvoo Road



Peds Cross: ∇
 West Peds: 0
 West Entering: 36
 West Leg Total: 36

Cars	122
Trucks	6
Heavys	38
Totals	166



Cars	0	109	109
Trucks	0	7	7
Heavys	0	21	21
Totals	0	137	

Peds Cross: ∇
 South Peds: 0
 South Entering: 137
 South Leg Total: 303

Comments

There were no cyclists.

Nauvoo Road @ Highway 402 EB off-ramp

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From: 16:15:00

To: 17:15:00

Municipality: Watford
Site #: 0000003402
Intersection: Nauvoo Road & Highway 402 EB o
TFR File #: 1
Count date: 1-May-2025

Weather conditions:

Rain

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S

North Leg Total: 322

North Entering: 134

North Peds: 0

Peds Cross: ∇

Heavys	0	2	2
Trucks	0	3	3
Cars	0	129	129
Totals	0	134	



Heavys 10

Trucks 1

Cars 177

Totals 188

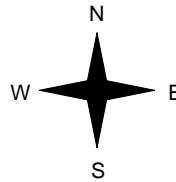
Heavys	0	0	0	Totals	0
--------	---	---	---	--------	---



Nauvoo Road



Highway 402 EB off-ramp



Heavys	0	0	23	Totals	23
3	0	35	38		
3	0	58			



Nauvoo Road



Peds Cross: ∇

West Peds: 0

West Entering: 61

West Leg Total: 61

Cars	164		
Trucks	3		
Heavys	5		
Totals	172		



Cars	0	154	154
Trucks	0	1	1
Heavys	0	10	10
Totals	0	165	

Peds Cross: ∇

South Peds: 0

South Entering: 165

South Leg Total: 337

Comments

There were no cyclists.

Nauvoo Road @ Highway 402 EB off-ramp

Total Count Diagram

Municipality: Watford
Site #: 0000003402
Intersection: Nauvoo Road & Highway 402 EB o
TFR File #: 1
Count date: 1-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 1941
 North Entering: 953
 North Peds: 0
 Peds Cross: ∇

Heavys	0	152	152
Trucks	0	29	29
Cars	0	772	772
Totals	0	953	

Heavys	90
Trucks	34
Cars	864
Totals	988



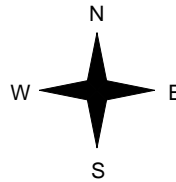
Heavys	Trucks	Cars	Totals
0	0	0	0



Nauvoo Road



Highway 402 EB off-ramp



Heavys	Trucks	Cars	Totals
8	2	90	100
15	8	189	212
23	10	279	



Nauvoo Road



Peds Cross: ∇
 West Peds: 0
 West Entering: 312
 West Leg Total: 312

Cars	961
Trucks	37
Heavys	167
Totals	1165



Cars	0	774	774
Trucks	0	32	32
Heavys	0	82	82
Totals	0	888	

Peds Cross: ∇
 South Peds: 0
 South Entering: 888
 South Leg Total: 2053

Comments

There were no cyclists.

Nauvoo Road @ Highway 402 EB off-ramp Traffic Count Summary

Intersection: Nauvoo Road & Highway 402 EB | Count Date: 1-May-2025 | Municipality: Watford

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	113	0	113	0	253	8:00:00	0	140	0	140	0
9:00:00	0	173	0	173	0	270	9:00:00	0	97	0	97	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	130	0	130	0	253	12:00:00	0	123	0	123	0
13:00:00	0	118	0	118	0	241	13:00:00	0	123	0	123	0
14:00:00	0	140	0	140	0	250	14:00:00	0	110	0	110	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	127	0	127	0	282	17:00:00	0	155	0	155	0
18:00:00	0	152	0	152	0	292	18:00:00	0	140	0	140	0
Totals:	0	953	0	953	0	1841		0	888	0	888	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0	36	8:00:00	6	0	30	36	0
9:00:00	0	0	0	0	0	49	9:00:00	11	0	38	49	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	0	0	0	0	31	12:00:00	8	0	23	31	0
13:00:00	0	0	0	0	0	39	13:00:00	12	0	27	39	0
14:00:00	0	0	0	0	0	41	14:00:00	13	0	28	41	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	64	17:00:00	25	0	39	64	0
18:00:00	0	0	0	0	0	52	18:00:00	25	0	27	52	0
Totals:	0	0	0	0	0	312		100	0	212	312	0
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	8:00	9:00	12:00	13:00		14:00	16:00	17:00	18:00			
Crossing Values:	6	11	8	12		13	0	25	25			

Nauvoo Road @ Zion Line

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 7:45:00

To: 8:45:00

Municipality: Watford
Site #: 0000003403
Intersection: Nauvoo Road & Nauvoo Road
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

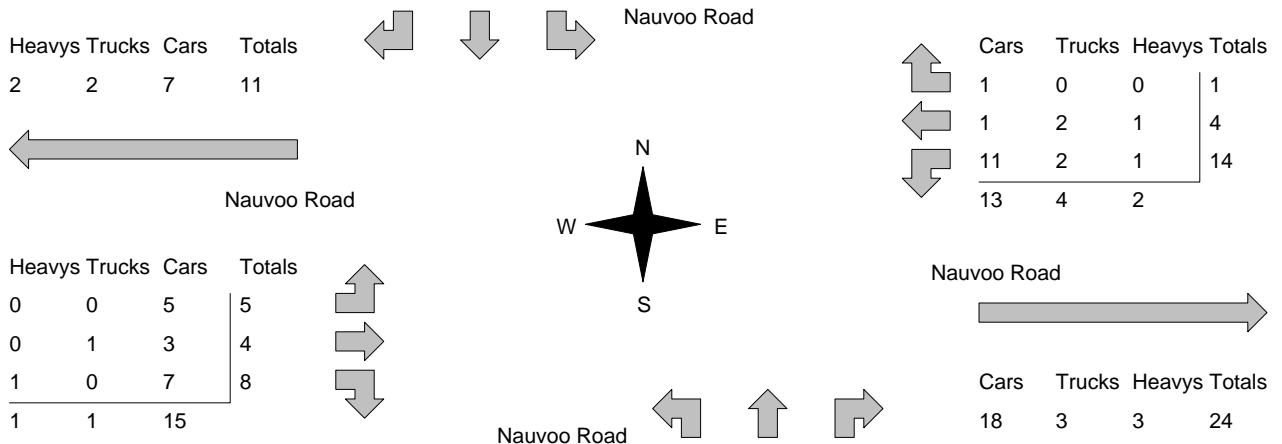
North Leg Total: 379
 North Entering: 205
 North Peds: 0
 Peds Cross: \bowtie

Heavys	0	23	3	26
Trucks	0	7	0	7
Cars	2	165	5	172
Totals	2	195	8	



Heavys	29
Trucks	8
Cars	137
Totals	174

East Leg Total: 43
 East Entering: 19
 East Peds: 0
 Peds Cross: \bowtie



Peds Cross: \bowtie
 West Peds: 0
 West Entering: 17
 West Leg Total: 28

Cars	183	Cars	4	131	10	145
Trucks	9	Trucks	0	8	2	10
Heavys	25	Heavys	1	29	0	30
Totals	217	Totals	5	168	12	

Peds Cross: \bowtie
 South Peds: 0
 South Entering: 185
 South Leg Total: 402

Comments

There were no cyclists.

Nauvoo Road @ Zion Line

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 11:30:00

To: 12:30:00

Municipality: Watford
Site #: 0000003403
Intersection: Nauvoo Road & Nauvoo Road
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

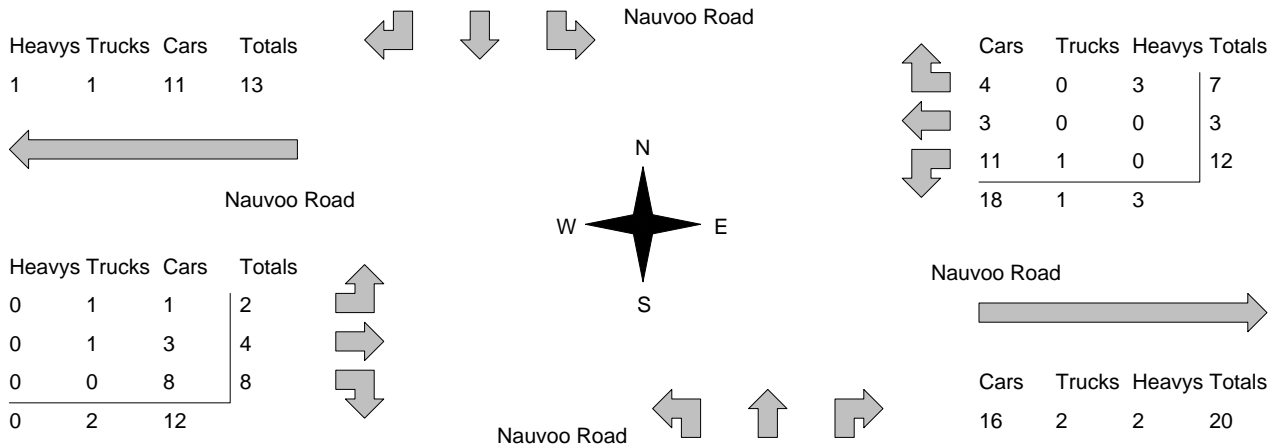
North Leg Total: 355
 North Entering: 173
 North Peds: 0
 Peds Cross: ∇

Heavys	1	34	2	37
Trucks	1	5	0	6
Cars	4	124	2	130
Totals	6	163	4	



Heavys	41
Trucks	8
Cars	133
Totals	182

East Leg Total: 42
 East Entering: 22
 East Peds: 0
 Peds Cross: ∇



Peds Cross: ∇
 West Peds: 0
 West Entering: 14
 West Leg Total: 27

Cars	143	Cars	4	128	11	143
Trucks	6	Trucks	0	7	1	8
Heavys	34	Heavys	0	38	0	38
Totals	183	Totals	4	173	12	

Peds Cross: ∇
 South Peds: 0
 South Entering: 189
 South Leg Total: 372

Comments

There were no cyclists.

Nauvoov Road @ Zion Line

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From: 16:15:00

To: 17:15:00

Municipality: Watford
Site #: 0000003403
Intersection: Nauvoov Road & Nauvoov Road
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoov Road runs N/S

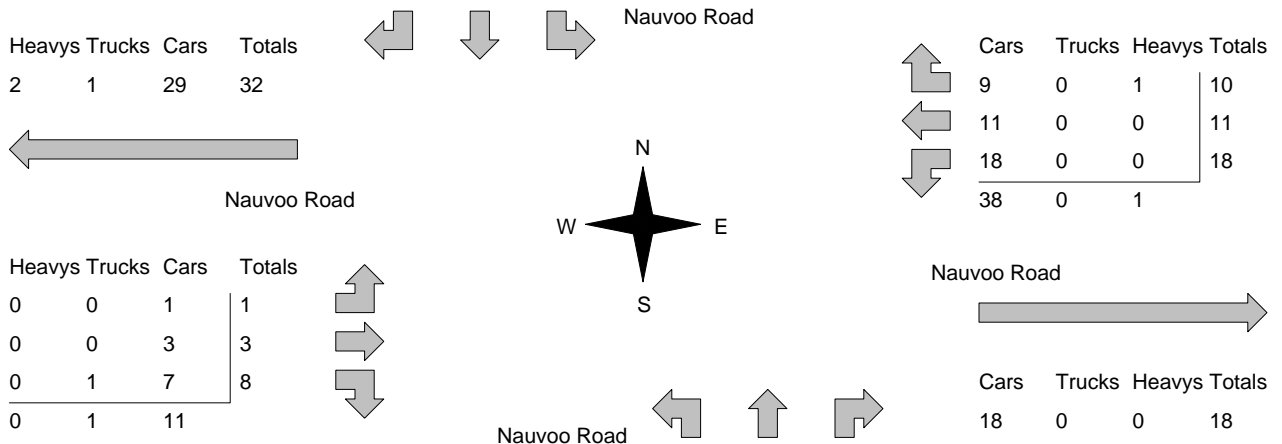
North Leg Total: 381
 North Entering: 177
 North Peds: 0
 Peds Cross: \times

Heavys	0	6	0	6
Trucks	0	2	0	2
Cars	5	158	6	169
Totals	5	166	6	



Heavys	17
Trucks	1
Cars	186
Totals	204

East Leg Total: 57
 East Entering: 39
 East Peds: 0
 Peds Cross: \times



Peds Cross: \times
 West Peds: 0
 West Entering: 12
 West Leg Total: 44

Cars	183	Cars	13	176	9	198
Trucks	3	Trucks	1	1	0	2
Heavys	6	Heavys	2	16	0	18
Totals	192	Totals	16	193	9	

Peds Cross: \times
 South Peds: 0
 South Entering: 218
 South Leg Total: 410

Comments

There were no cyclists.

Nauvoo Road @ Zion Line

Total Count Diagram

Municipality: Watford
Site #: 0000003403
Intersection: Nauvoo Road & Nauvoo Road
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 2370
 North Entering: 1172
 North Peds: 0
 Peds Cross: ∇

Heavys	1	157	9	167
Trucks	2	36	0	38
Cars	29	914	24	967
Totals	32	1107	33	



Heavys	196
Trucks	49
Cars	953
Totals	1198

East Leg Total: 311
 East Entering: 160
 East Peds: 0
 Peds Cross: ∇

Heavys	Trucks	Cars	Totals
5	7	101	113

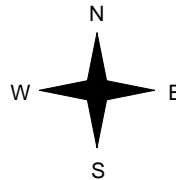


Nauvoo Road

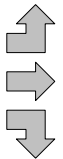
Cars	Trucks	Heavys	Totals
29	0	7	36
29	2	1	32
84	6	2	92
142	8	10	



Nauvoo Road



Heavys	Trucks	Cars	Totals
2	1	19	22
1	3	23	27
2	5	50	57
5	9	92	



Nauvoo Road



Nauvoo Road



Cars	Trucks	Heavys	Totals
129	10	12	151

Peds Cross: ∇
 West Peds: 0
 West Entering: 106
 West Leg Total: 219

Cars	1048
Trucks	47
Heavys	161
Totals	1256



Cars	43	905	82	1030
Trucks	3	48	7	58
Heavys	3	187	2	192
Totals	49	1140	91	

Peds Cross: ∇
 South Peds: 0
 South Entering: 1280
 South Leg Total: 2536

Comments

There were no cyclists.

Nauvoo Road @ Zion Line Traffic Count Summary

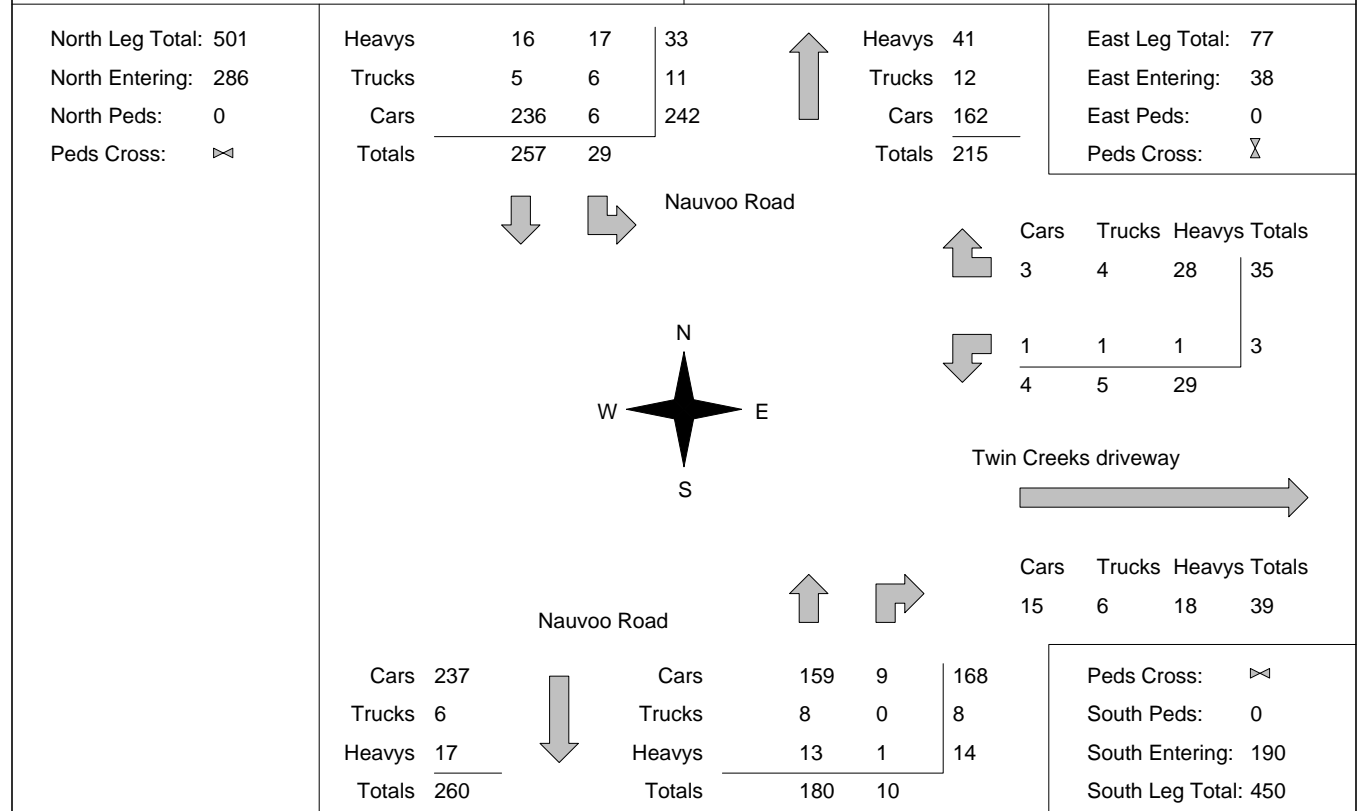
Intersection: Nauvoo Road & Nauvoo Road						Count Date: 21-May-2025		Municipality: Watford					
North Approach Totals						North/South Total Approaches	South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0	
8:00:00	9	128	4	141	0	329	8:00:00	4	170	14	188	0	
9:00:00	5	206	1	212	0	374	9:00:00	4	146	12	162	0	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0	
12:00:00	5	144	4	153	0	334	12:00:00	2	165	14	181	0	
13:00:00	3	143	7	153	0	332	13:00:00	5	159	15	179	0	
14:00:00	2	162	3	167	0	341	14:00:00	11	152	11	174	0	
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0	
17:00:00	4	161	7	172	0	385	17:00:00	16	188	9	213	0	
18:00:00	5	163	6	174	0	357	18:00:00	7	160	16	183	0	
Totals:	33	1107	32	1172	0	2452		49	1140	91	1280	0	
East Approach Totals						East/West Total Approaches	West Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0	
8:00:00	12	3	5	20	0	31	8:00:00	3	2	6	11	0	
9:00:00	16	3	2	21	0	43	9:00:00	5	4	13	22	0	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0	
12:00:00	9	5	3	17	0	36	12:00:00	5	6	8	19	0	
13:00:00	12	1	8	21	0	33	13:00:00	1	3	8	12	0	
14:00:00	11	6	1	18	0	34	14:00:00	3	4	9	16	0	
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0	
17:00:00	14	11	7	32	0	47	17:00:00	2	4	9	15	0	
18:00:00	18	3	10	31	0	42	18:00:00	3	4	4	11	0	
Totals:	92	32	36	160	0	266		22	27	57	106	0	
Calculated Values for Traffic Crossing Major Street													
Hours Ending:	8:00	9:00	12:00	13:00		14:00	16:00	17:00	18:00				
Crossing Values:	18	25	20	16		20	0	27	25				

Nauvoo Road @ Twin Creeks driveway (320m south o

Morning Peak Diagram	Specified Period	One Hour Peak
	From: 7:00:00 To: 9:00:00	From: 7:45:00 To: 8:45:00

Municipality: Watford Site #: 0000003404 Intersection: Nauvoo Road & Twin Creeks drive TFR File #: 1 Count date: 21-May-2025	Weather conditions: Rain Person(s) who counted:
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** Non-Signalized Intersection **	Major Road: Nauvoo Road runs N/S
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Comments

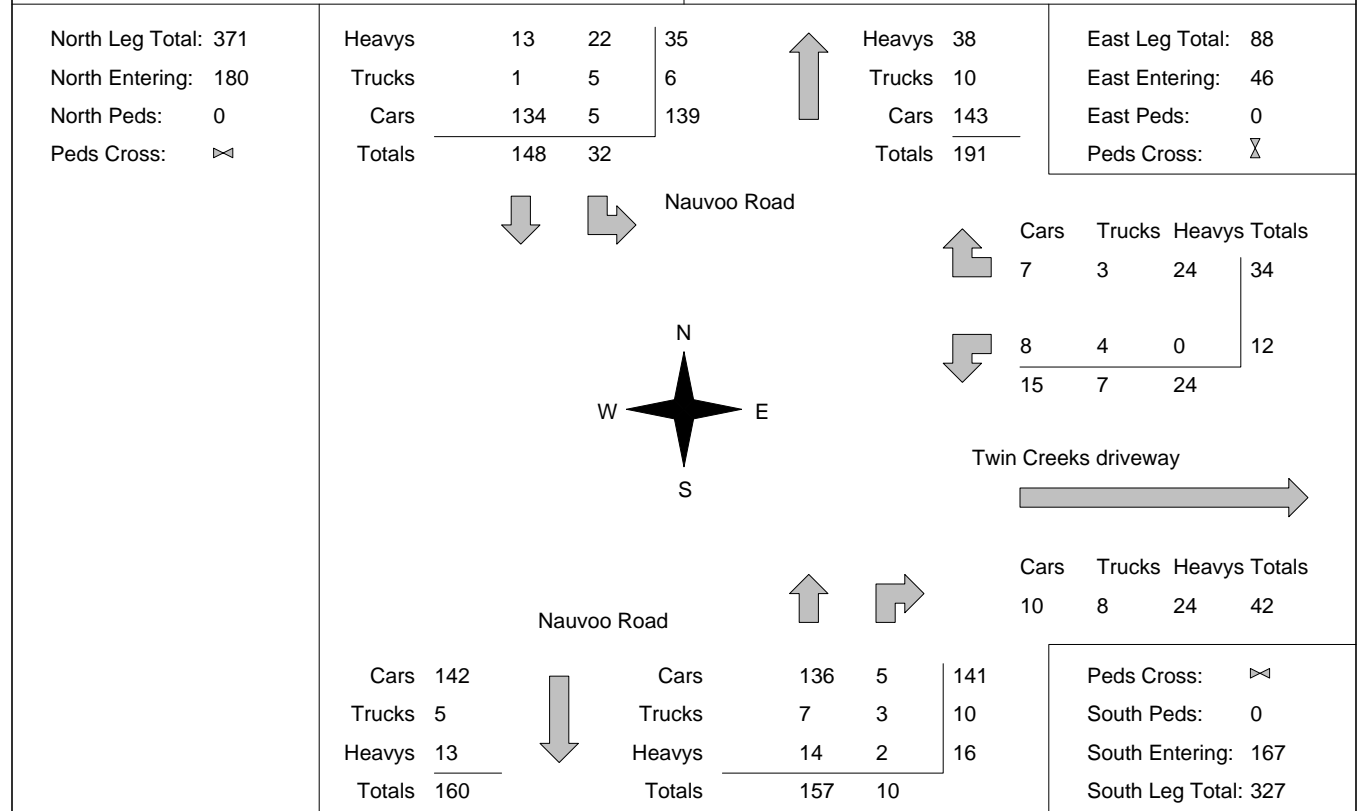
There were no cyclists.

Nauvoo Road @ Twin Creeks driveway (320m south o

Mid-day Peak Diagram	Specified Period	One Hour Peak
	From: 11:00:00 To: 14:00:00	From: 11:30:00 To: 12:30:00

Municipality: Watford Site #: 0000003404 Intersection: Nauvoo Road & Twin Creeks drive TFR File #: 1 Count date: 21-May-2025	Weather conditions: Rain Person(s) who counted:
---	---

** Non-Signalized Intersection **	Major Road: Nauvoo Road runs N/S
--	---



Comments

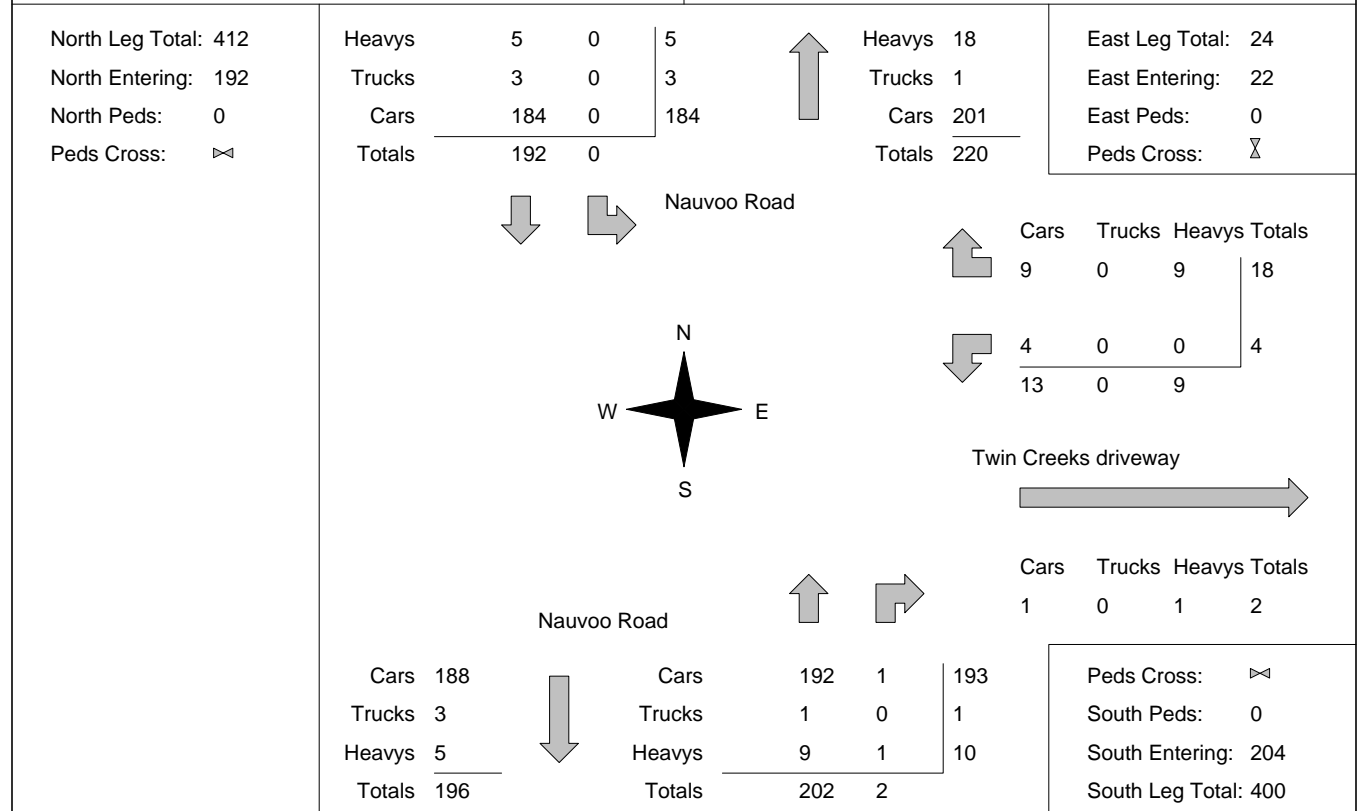
There were no cyclists.

Nauvoo Road @ Twin Creeks driveway (320m south o

Afternoon Peak Diagram	Specified Period	One Hour Peak
	From: 16:00:00 To: 18:00:00	From: 16:15:00 To: 17:15:00

Municipality: Watford Site #: 0000003404 Intersection: Nauvoo Road & Twin Creeks drive TFR File #: 1 Count date: 21-May-2025	Weather conditions: Rain Person(s) who counted:
---	---

** Non-Signalized Intersection **	Major Road: Nauvoo Road runs N/S
--	---



Comments

There were no cyclists.

Nauvoo Road @ Twin Creeks driveway (320m south o

Total Count Diagram

Municipality: Watford
Site #: 0000003404
Intersection: Nauvoo Road & Twin Creeks drive
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

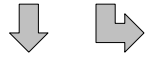
North Leg Total: 2529
 North Entering: 1256
 North Peds: 0
 Peds Cross: ∇

Heavys	74	87	161
Trucks	26	23	49
Cars	1028	18	1046
Totals	1128	128	

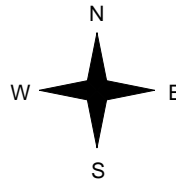


Heavys	192
Trucks	59
Cars	1022
Totals	1273

East Leg Total: 379
 East Entering: 210
 East Peds: 0
 Peds Cross: ∇



Nauvoo Road

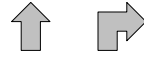


Cars	Trucks	Heavys	Totals
30	21	113	164
29	9	8	46
59	30	121	

Twin Creeks driveway



Nauvoo Road



Cars	1057	Cars	992	29	1021
Trucks	35	Trucks	38	7	45
Heavys	82	Heavys	79	5	84
Totals	1174	Totals	1109	41	



Peds Cross: ∇
 South Peds: 0
 South Entering: 1150
 South Leg Total: 2324

Comments

There were no cyclists.

Nauvoo Road @ Twin Creeks driveway (320m south o Traffic Count Summary

Intersection: Nauvoo Road & Twin Creeks drive Count Date: 21-May-2025 Municipality: Watford

North Approach Totals						South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	20	126	0	146	0	323	8:00:00	0	170	7	177	0
9:00:00	24	211	0	235	0	372	9:00:00	0	127	10	137	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	23	139	0	162	0	320	12:00:00	0	149	9	158	0
13:00:00	26	134	0	160	0	315	13:00:00	0	147	8	155	0
14:00:00	35	144	0	179	0	337	14:00:00	0	154	4	158	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	188	0	188	0	384	17:00:00	0	193	3	196	0
18:00:00	0	186	0	186	0	355	18:00:00	0	169	0	169	0
Totals:	128	1128	0	1256	0	2406		0	1109	41	1150	0

East Approach Totals						West Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	3	0	17	20	0	20	8:00:00	0	0	0	0	0
9:00:00	3	0	30	33	0	33	9:00:00	0	0	0	0	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	17	0	30	47	0	47	12:00:00	0	0	0	0	0
13:00:00	9	0	33	42	0	42	13:00:00	0	0	0	0	0
14:00:00	5	0	18	23	0	23	14:00:00	0	0	0	0	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	3	0	23	26	0	26	17:00:00	0	0	0	0	0
18:00:00	6	0	13	19	0	19	18:00:00	0	0	0	0	0
Totals:	46	0	164	210	0	210		0	0	0	0	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	9:00	12:00	13:00	14:00	16:00	17:00	18:00
Crossing Values:	3	3	17	9	5	0	3	6

Nauvoo Road @ Confederation Line

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 8:00:00

To: 9:00:00

Municipality: Watford
Site #: 0000003405
Intersection: Nauvoo Road & Confederation Line
TFR File #: 1
Count date: 21-May-2025

Weather conditions:

Rain

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S

North Leg Total: 380

North Entering: 212

North Peds: 0

Peds Cross: \times

Heavys	1	15	0	16
Trucks	0	2	1	3
Cars	48	118	27	193
Totals	49	135	28	



Heavys 13

Trucks 6

Cars 149

Totals 168

East Leg Total: 135

East Entering: 66

East Peds: 0

Peds Cross: \times

Heavys	Trucks	Cars	Totals
2	2	135	139

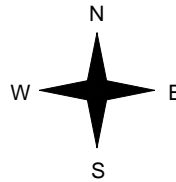


Nauvoo Road

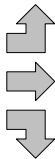
Cars	Trucks	Heavys	Totals
17	1	2	20
28	1	1	30
15	1	0	16
60	3	3	



Confederation Line



Heavys	Trucks	Cars	Totals
1	0	51	52
0	2	18	20
1	0	35	36
2	2	104	



Confederation Line



Peds Cross: \times

West Peds: 4

West Entering: 108

West Leg Total: 247

Cars	168	Cars	59	81	21	161
Trucks	3	Trucks	1	5	0	6
Heavys	16	Heavys	0	10	0	10
Totals	187	Totals	60	96	21	



Nauvoo Road



Peds Cross: \times

South Peds: 0

South Entering: 177

South Leg Total: 364

Comments

There were no cyclists.

Nauvoo Road @ Confederation Line

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 11:30:00

To: 12:30:00

Municipality: Watford
Site #: 0000003405
Intersection: Nauvoo Road & Confederation Line
TFR File #: 1
Count date: 21-May-2025

Weather conditions:

Rain

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S

North Leg Total: 361

North Entering: 170

North Peds: 0

Peds Cross: \times

Heavys	1	14	0	15
Trucks	1	2	3	6
Cars	33	108	8	149
Totals	35	124	11	



Heavys 17

Trucks 9

Cars 165

Totals 191

East Leg Total: 145

East Entering: 81

East Peds: 0

Peds Cross: \times

Heavys	Trucks	Cars	Totals
2	1	116	119

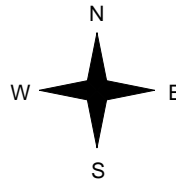


Nauvoo Road

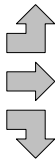
Cars	Trucks	Heavys	Totals
21	2	1	24
33	0	1	34
21	1	1	23
75	3	3	



Confederation Line



Heavys	Trucks	Cars	Totals
2	1	40	43
0	0	26	26
0	0	45	45
2	1	111	



Nauvoo Road

Confederation Line



Cars	Trucks	Heavys	Totals
60	3	1	64

Peds Cross: \times

West Peds: 1

West Entering: 114

West Leg Total: 233

Cars	174	Cars	50	104	26	180
Trucks	3	Trucks	0	6	0	6
Heavys	15	Heavys	0	14	1	15
Totals	192	Totals	50	124	27	



Peds Cross: \times

South Peds: 0

South Entering: 201

South Leg Total: 393

Comments

There were no cyclists.

Nauvoo Road @ Confederation Line

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From: 16:30:00

To: 17:30:00

Municipality: Watford
Site #: 0000003405
Intersection: Nauvoo Road & Confederation Line
TFR File #: 1
Count date: 21-May-2025

Weather conditions:

Rain

Person(s) who counted:

** Non-Signalized Intersection **

Major Road: Nauvoo Road runs N/S

North Leg Total: 428

North Entering: 262

North Peds: 0

Peds Cross: \times

Heavys	0	4	0	4
Trucks	0	2	1	3
Cars	43	188	24	255
Totals	43	194	25	



Heavys 9

Trucks 3

Cars 154

Totals 166

East Leg Total: 155

East Entering: 61

East Peds: 0

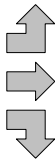
Peds Cross: \times

Heavys	0	0	106	106
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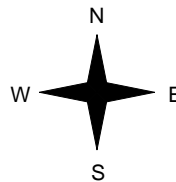


Confederation Line

Heavys	1	0	22	23
Trucks	0	0	30	30
Cars	1	0	46	47
Totals	2	0	98	



Nauvoo Road



Cars	17	0	0	17
Trucks	23	0	0	23
Heavys	20	0	1	21
Totals	60	0	1	

Confederation Line



Cars	91	2	1	94
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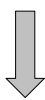
Peds Cross: \times

West Peds: 2

West Entering: 100

West Leg Total: 206

Cars	254	40	115	37	192
Trucks	2	0	3	1	4
Heavys	6	0	8	1	9
Totals	262	40	126	39	



Peds Cross: \times

South Peds: 0

South Entering: 205

South Leg Total: 467

Comments

There were no cyclists.

Nauvoo Road @ Confederation Line

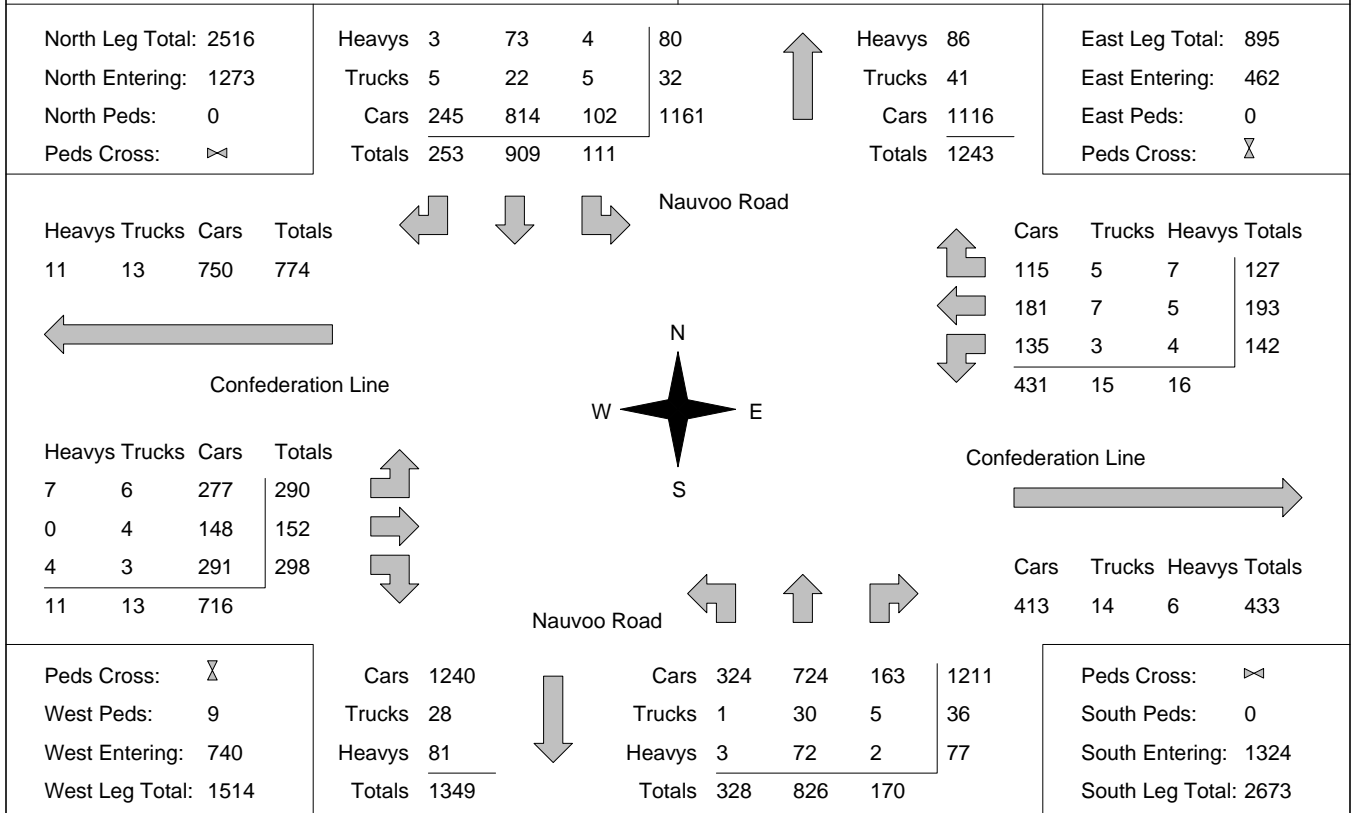
Total Count Diagram

Municipality: Watford
Site #: 0000003405
Intersection: Nauvoo Road & Confederation Line
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S



Comments

There were no cyclists.

Nauvoo Road @ Confederation Line Traffic Count Summary

Intersection: Nauvoo Road & Confederation Line Count Date: 21-May-2025 Municipality: Watford

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	5	71	29	105	0	325	8:00:00	67	135	18	220	0
9:00:00	28	135	49	212	0	389	9:00:00	60	96	21	177	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	11	120	33	164	0	352	12:00:00	42	121	25	188	0
13:00:00	11	117	31	159	0	342	13:00:00	48	115	20	183	0
14:00:00	15	122	35	172	0	345	14:00:00	41	112	20	173	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	22	172	38	232	0	442	17:00:00	34	137	39	210	0
18:00:00	19	172	38	229	0	402	18:00:00	36	110	27	173	0
Totals:	111	909	253	1273	0	2597		328	826	170	1324	0
East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	11	23	22	56	0	188	8:00:00	57	26	49	132	0
9:00:00	16	30	20	66	0	174	9:00:00	52	20	36	108	4
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	24	34	24	82	0	178	12:00:00	33	23	40	96	2
13:00:00	19	35	13	67	0	188	13:00:00	47	24	50	121	0
14:00:00	19	21	15	55	0	154	14:00:00	44	17	38	99	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	29	24	18	71	0	171	17:00:00	31	23	46	100	1
18:00:00	24	26	15	65	0	149	18:00:00	26	19	39	84	2
Totals:	142	193	127	462	0	1202		290	152	298	740	9
Calculated Values for Traffic Crossing Major Street												
Hours Ending:	8:00	9:00	12:00	13:00		14:00	16:00	17:00	18:00			
Crossing Values:	94	98	91	101		84	0	84	76			

Nauvoov Road @ Victoria Street

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From:

To:

Municipality: Watford
Site #: 0000003406
Intersection: Nauvoov Road & Nauvoov Road
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoov Road runs N/S

North Leg Total: 0
 North Entering: 0
 North Peds: 0
 Peds Cross: 0

Cyclists	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	0	0	0



Cyclists	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 0
 East Entering: 0
 East Peds: 0
 Peds Cross: 0

Cyclists	0
Trucks	0
Cars	0
Totals	0

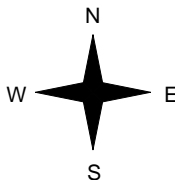


Nauvoov Road

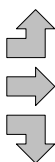
Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0



Nauvoov Road



Cyclists	0
Trucks	0
Cars	0
Totals	0



Nauvoov Road



Nauvoov Road



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: 0
 West Peds: 0
 West Entering: 0
 West Leg Total: 0

Cars	0
Trucks	0
Cyclists	0
Totals	0



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: 0
 South Peds: 0
 South Entering: 0
 South Leg Total: 0

Comments

Nauvoov Road @ Victoria Street

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From:

To:

Municipality: Watford
Site #: 0000003406
Intersection: Nauvoov Road & Nauvoov Road
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoov Road runs N/S

North Leg Total: 0
 North Entering: 0
 North Peds: 0
 Peds Cross: 0

Cyclists	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	0	0	0



Cyclists	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 0
 East Entering: 0
 East Peds: 0
 Peds Cross: 0

Cyclists	0
Trucks	0
Cars	0
Totals	0

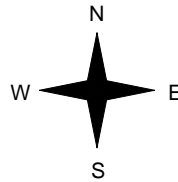


Nauvoov Road

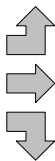
Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0



Nauvoov Road



Cyclists	0
Trucks	0
Cars	0
Totals	0



Nauvoov Road

Nauvoov Road



Peds Cross: 0
 West Peds: 0
 West Entering: 0
 West Leg Total: 0

Cars	0
Trucks	0
Cyclists	0
Totals	0



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: 0
 South Peds: 0
 South Entering: 0
 South Leg Total: 0

Comments

Nauvoov Road @ Victoria Street

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From:

To:

Municipality: Watford
Site #: 0000003406
Intersection: Nauvoov Road & Nauvoov Road
TFR File #: 1
Count date: 21-May-2025

Weather conditions:

Rain

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoov Road runs N/S

North Leg Total: 0
 North Entering: 0
 North Peds: 0
 Peds Cross: 0

Cyclists	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	0	0	0



Cyclists	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 0
 East Entering: 0
 East Peds: 0
 Peds Cross: 0

Cyclists	0
Trucks	0
Cars	0
Totals	0

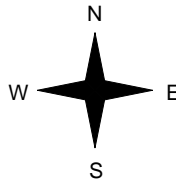


Nauvoov Road

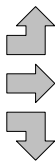
Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0



Nauvoov Road



Cyclists	0
Trucks	0
Cars	0
Totals	0



Nauvoov Road



Peds Cross: 0
 West Peds: 0
 West Entering: 0
 West Leg Total: 0

Cars	0
Trucks	0
Cyclists	0
Totals	0



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: 0
 South Peds: 0
 South Entering: 0
 South Leg Total: 0

Comments

Nauvoov Road @ Victoria Street

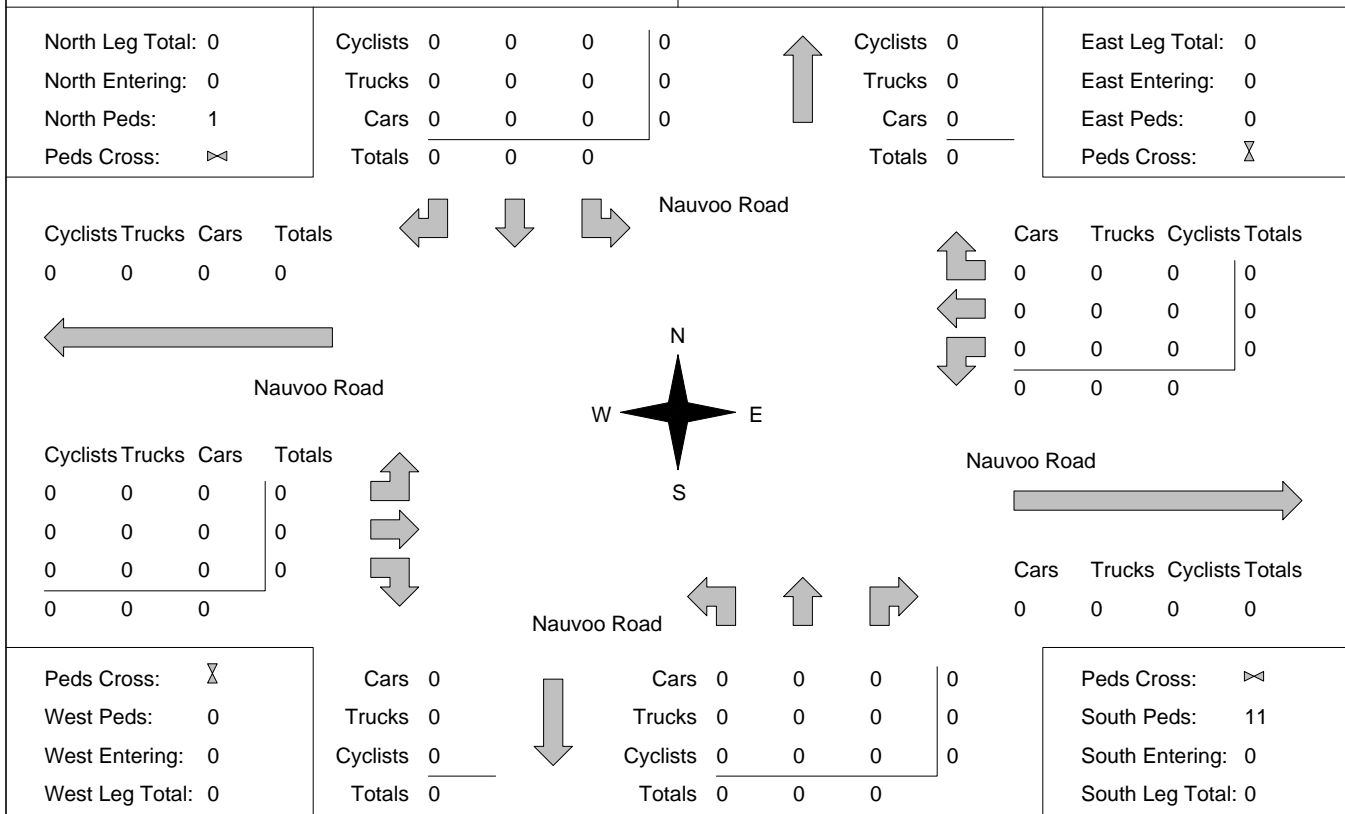
Total Count Diagram

Municipality: Watford
Site #: 0000003406
Intersection: Nauvoov Road & Nauvoov Road
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoov Road runs N/S



Comments

Nauvoo Road @ Victoria Street Traffic Count Summary

Intersection: Nauvoo Road & Nauvoo Road Count Date: 21-May-2025 Municipality: Watford

North Approach Totals						South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0	0	8:00:00	0	0	0	0	0
9:00:00	0	0	0	0	0	0	9:00:00	0	0	0	0	3
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	0	0	0	0	0	12:00:00	0	0	0	0	0
13:00:00	0	0	0	0	0	0	13:00:00	0	0	0	0	0
14:00:00	0	0	0	0	1	0	14:00:00	0	0	0	0	8
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	0	17:00:00	0	0	0	0	0
18:00:00	0	0	0	0	0	0	18:00:00	0	0	0	0	0
Totals:	0	0	0	0	1	0		0	0	0	0	11

East Approach Totals						West Approach Totals						
Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	0	0	0	0	0	0	8:00:00	0	0	0	0	0
9:00:00	0	0	0	0	0	0	9:00:00	0	0	0	0	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	0	0	0	0	0	0	12:00:00	0	0	0	0	0
13:00:00	0	0	0	0	0	0	13:00:00	0	0	0	0	0
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	0	0	0	0	0	0	17:00:00	0	0	0	0	0
18:00:00	0	0	0	0	0	0	18:00:00	0	0	0	0	0
Totals:	0	0	0	0	0	0		0	0	0	0	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	7:00	8:00	9:00	11:00	12:00	13:00	14:00	16:00
Crossing Values:	0	0	3	0	0	0	9	0

Nauvoo Road @ Simcoe Street – south leg

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From:

To:

Municipality: Watford
Site #: 0000003407
Intersection: Nauvoo Road & Simcoe Street
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 0
 North Entering: 0
 North Peds: 0
 Peds Cross: 0

Cyclists	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	0	0	0



Cyclists	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 0
 East Entering: 0
 East Peds: 0
 Peds Cross: 0

Cyclists	0
Trucks	0
Cars	0
Totals	0

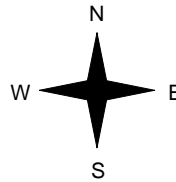


Nauvoo Road

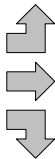
Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0



Simcoe Street



Cyclists	0
Trucks	0
Cars	0
Totals	0



Simcoe Street



Peds Cross: 0
 West Peds: 0
 West Entering: 0
 West Leg Total: 0

Cars	0
Trucks	0
Cyclists	0
Totals	0



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: 0
 South Peds: 0
 South Entering: 0
 South Leg Total: 0

Comments

Nauvoo Road @ Simcoe Street – south leg

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From:

To:

Municipality: Watford
Site #: 0000003407
Intersection: Nauvoo Road & Simcoe Street
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 0
 North Entering: 0
 North Peds: 0
 Peds Cross: 0

Cyclists	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	0	0	0



Cyclists	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 0
 East Entering: 0
 East Peds: 0
 Peds Cross: 0

Cyclists	0
Trucks	0
Cars	0
Totals	0

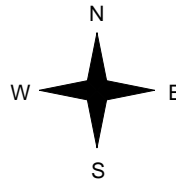


Nauvoo Road

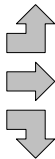
Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0



Simcoe Street



Cyclists	0
Trucks	0
Cars	0
Totals	0



Simcoe Street



Peds Cross: 0
 West Peds: 0
 West Entering: 0
 West Leg Total: 0

Cars	0
Trucks	0
Cyclists	0
Totals	0



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Nauvoo Road



Peds Cross: 0
 South Peds: 0
 South Entering: 0
 South Leg Total: 0

Comments

Nauvoo Road @ Simcoe Street – south leg

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From:

To:

Municipality: Watford
Site #: 0000003407
Intersection: Nauvoo Road & Simcoe Street
TFR File #: 1
Count date: 21-May-2025

Weather conditions:

Rain

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

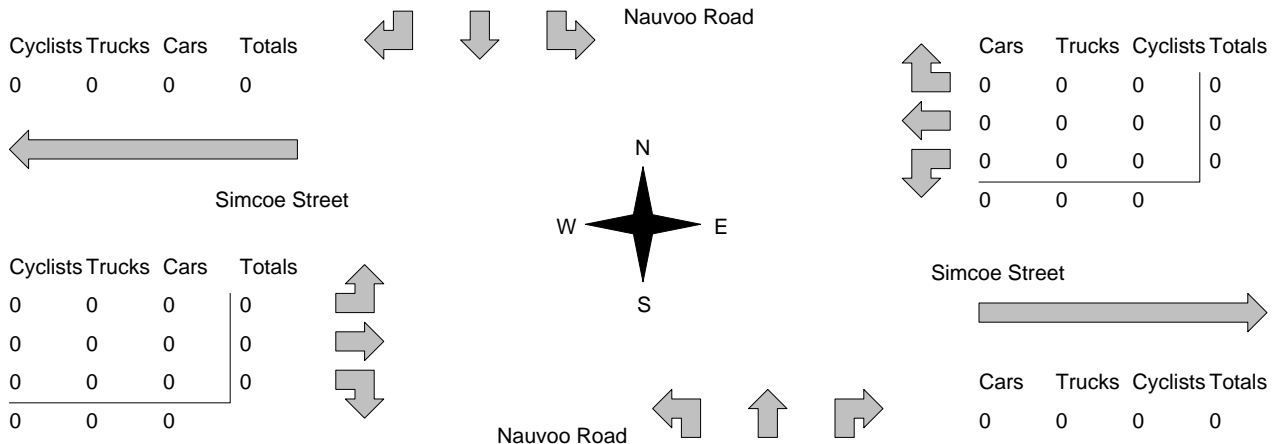
North Leg Total: 0
 North Entering: 0
 North Peds: 0
 Peds Cross: 0

Cyclists	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	0	0	0



Cyclists	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 0
 East Entering: 0
 East Peds: 0
 Peds Cross: 0



Peds Cross: 0
 West Peds: 0
 West Entering: 0
 West Leg Total: 0

Cars	0
Trucks	0
Cyclists	0
Totals	0



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: 0
 South Peds: 0
 South Entering: 0
 South Leg Total: 0

Comments

Nauvoo Road @ Simcoe Street – south leg

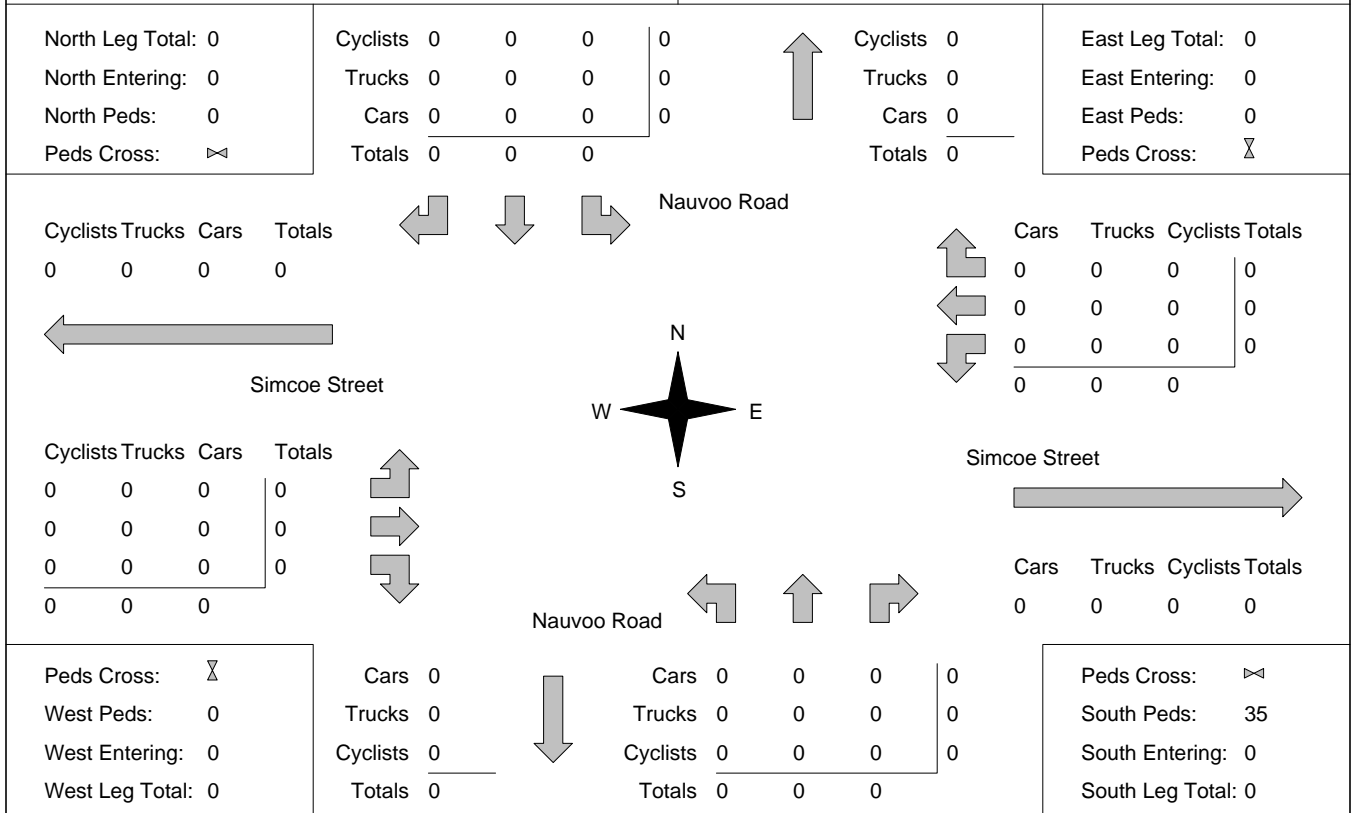
Total Count Diagram

Municipality: Watford
Site #: 0000003407
Intersection: Nauvoo Road & Simcoe Street
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S



Comments

Nauvoo Road @ Simcoe Street – south leg Traffic Count Summary

Intersection: Nauvoo Road & Simcoe Street						Count Date: 21-May-2025		Municipality: Watford					
North Approach Totals						North/South Total Approaches	South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds		Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0	
8:00:00	0	0	0	0	0	0	8:00:00	0	0	0	0	0	
9:00:00	0	0	0	0	0	0	9:00:00	0	0	0	0	15	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0	
12:00:00	0	0	0	0	0	0	12:00:00	0	0	0	0	8	
13:00:00	0	0	0	0	0	0	13:00:00	0	0	0	0	10	
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0	
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0	
17:00:00	0	0	0	0	0	0	17:00:00	0	0	0	0	1	
18:00:00	0	0	0	0	0	0	18:00:00	0	0	0	0	1	
Totals:	0	0	0	0	0	0		0	0	0	0	35	
East Approach Totals						East/West Total Approaches	West Approach Totals						
Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds		Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0	
8:00:00	0	0	0	0	0	0	8:00:00	0	0	0	0	0	
9:00:00	0	0	0	0	0	0	9:00:00	0	0	0	0	0	
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0	
12:00:00	0	0	0	0	0	0	12:00:00	0	0	0	0	0	
13:00:00	0	0	0	0	0	0	13:00:00	0	0	0	0	0	
14:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0	
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0	
17:00:00	0	0	0	0	0	0	17:00:00	0	0	0	0	0	
18:00:00	0	0	0	0	0	0	18:00:00	0	0	0	0	0	
Totals:	0	0	0	0	0	0		0	0	0	0	0	
Calculated Values for Traffic Crossing Major Street													
Hours Ending:	7:00	8:00	9:00	11:00		12:00	13:00	14:00	16:00				
Crossing Values:	0	0	15	0		8	10	0	0				

Nauvoov Road @ Ontario Street – south leg

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From:

To:

Municipality: Watford
Site #: 0000003408
Intersection: Nauvoov Road & Ontario Street
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoov Road runs N/S

North Leg Total: 0
 North Entering: 0
 North Peds: 0
 Peds Cross: 0

Cyclists	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	0	0	0



Cyclists	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 0
 East Entering: 0
 East Peds: 0
 Peds Cross: 0

Cyclists	0
Trucks	0
Cars	0
Totals	0

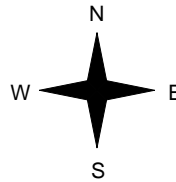


Nauvoov Road

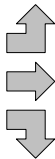
Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0



Ontario Street



Cyclists	0
Trucks	0
Cars	0
Totals	0



Nauvoov Road

Ontario Street



Peds Cross: 0
 West Peds: 0
 West Entering: 0
 West Leg Total: 0

Cars	0
Trucks	0
Cyclists	0
Totals	0



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: 0
 South Peds: 5
 South Entering: 0
 South Leg Total: 0

Comments

Nauvoo Road @ Ontario Street – south leg

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From:

To:

Municipality: Watford
Site #: 0000003408
Intersection: Nauvoo Road & Ontario Street
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 0
 North Entering: 0
 North Peds: 0
 Peds Cross: 0

Cyclists	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	0	0	0



Cyclists	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 0
 East Entering: 0
 East Peds: 0
 Peds Cross: 0

Cyclists	0
Trucks	0
Cars	0
Totals	0

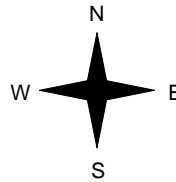


Nauvoo Road

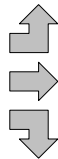
Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0



Ontario Street



Cyclists	0
Trucks	0
Cars	0
Totals	0



Nauvoo Road



Ontario Street



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: 0
 West Peds: 0
 West Entering: 0
 West Leg Total: 0

Cars	0
Trucks	0
Cyclists	0
Totals	0



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: 0
 South Peds: 5
 South Entering: 0
 South Leg Total: 0

Comments

Nauvoo Road @ Ontario Street – south leg

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From:

To:

Municipality: Watford
Site #: 0000003408
Intersection: Nauvoo Road & Ontario Street
TFR File #: 1
Count date: 21-May-2025

Weather conditions:

Rain

Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

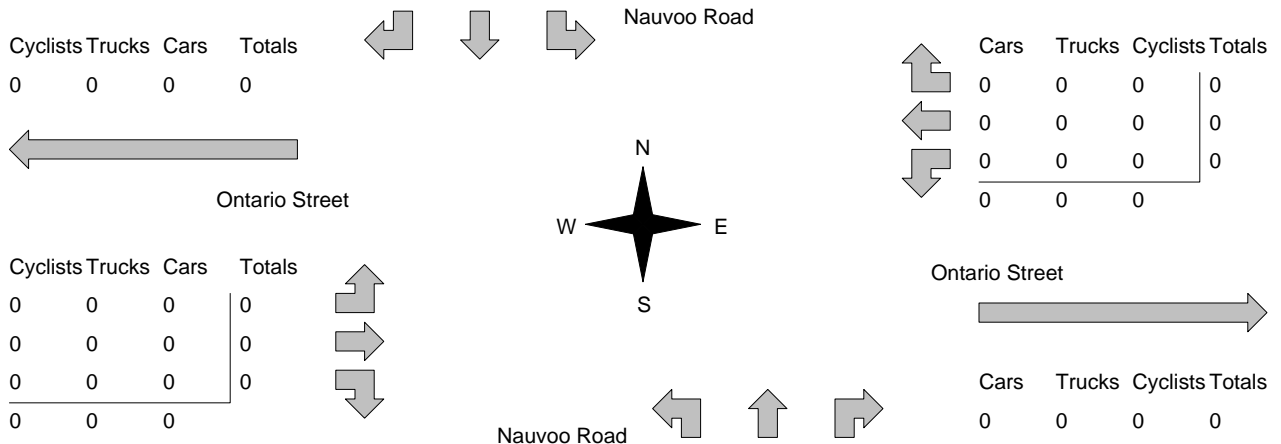
North Leg Total: 0
 North Entering: 0
 North Peds: 0
 Peds Cross: 0

Cyclists	0	0	0	0
Trucks	0	0	0	0
Cars	0	0	0	0
Totals	0	0	0	0



Cyclists	0
Trucks	0
Cars	0
Totals	0

East Leg Total: 0
 East Entering: 0
 East Peds: 0
 Peds Cross: 0



Peds Cross: 0
 West Peds: 0
 West Entering: 0
 West Leg Total: 0

Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0



Cars	0	0	0	0
Trucks	0	0	0	0
Cyclists	0	0	0	0
Totals	0	0	0	0

Peds Cross: 0
 South Peds: 5
 South Entering: 0
 South Leg Total: 0

Comments

Nauvoo Road @ Ontario Street – south leg

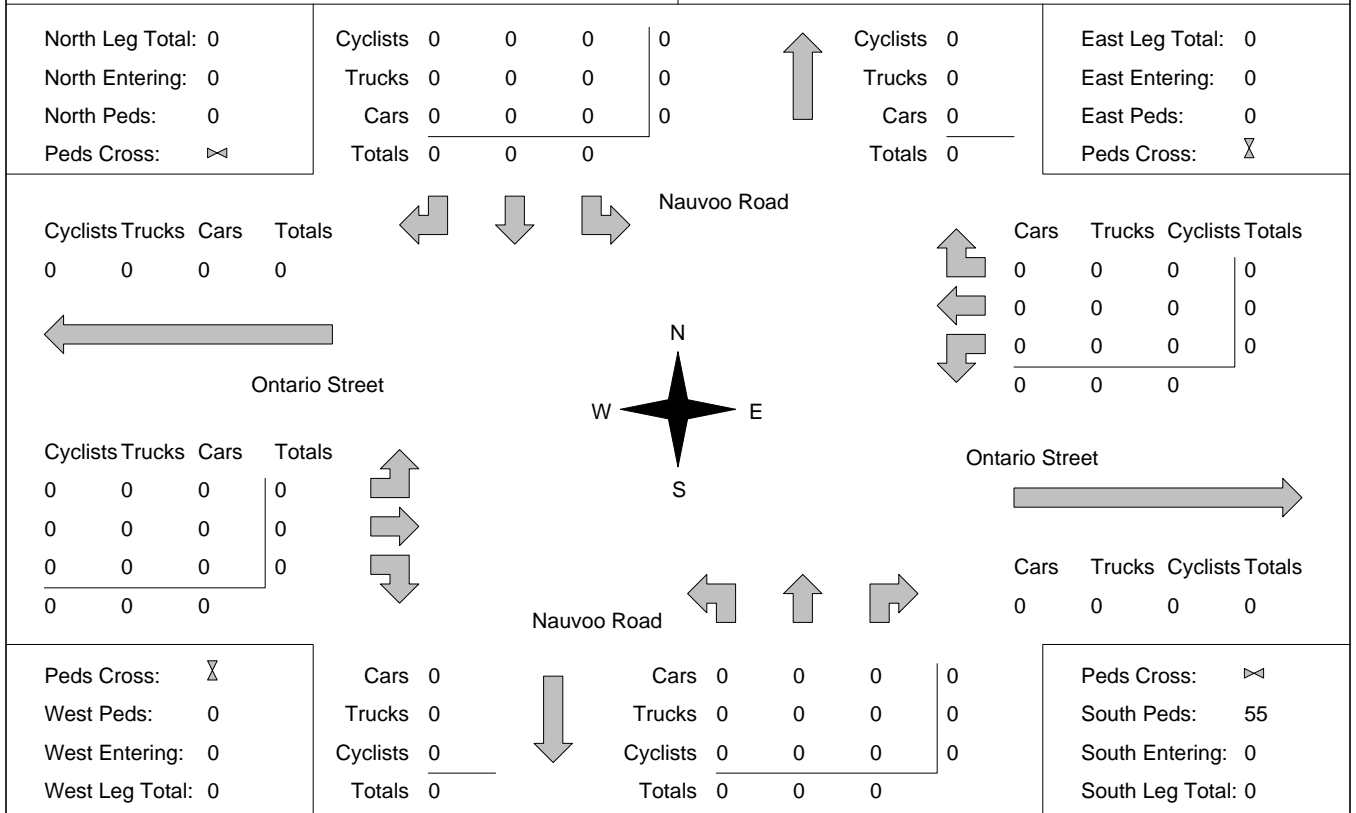
Total Count Diagram

Municipality: Watford
Site #: 0000003408
Intersection: Nauvoo Road & Ontario Street
TFR File #: 1
Count date: 21-May-2025

Weather conditions:
 Rain
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S



Ontario Street

Comments

Nauvoo Road @ Ontario Street – south leg Traffic Count Summary

Intersection: Nauvoo Road & Ontario Street						Count Date: 21-May-2025		Municipality: Watford																																																																		
North Approach Totals						North/South Total Approaches	South Approach Totals																																																																			
Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds		Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds																																																														
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total																																																															
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0	8:00:00	0	0	0	0	6	9:00:00	0	0	0	0	0	4	11:00:00	0	0	0	0	0	0	12:00:00	0	0	0	0	0	2	13:00:00	0	0	0	0	0	15	14:00:00	0	0	0	0	0	8	16:00:00	0	0	0	0	0	0	17:00:00	0	0	0	0	0	13	18:00:00	0	0	0	0	0	7
Totals:						0	0						0	0						55																																																						
East Approach Totals						East/West Total Approaches	West Approach Totals																																																																			
Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds		Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds																																																														
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total																																																															
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0	8:00:00	0	0	0	0	0	9:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0	0	12:00:00	0	0	0	0	0	0	13:00:00	0	0	0	0	0	0	14:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0	0	17:00:00	0	0	0	0	0	0	18:00:00	0	0	0	0	0	0
Totals:						0	0						0	0						0																																																						
Calculated Values for Traffic Crossing Major Street																																																																										
Hours Ending:	7:00	8:00	9:00	11:00		12:00	13:00	14:00	16:00																																																																	
Crossing Values:	0	6	4	0		2	15	8	0																																																																	

Basic Axle Classification Report: HDR25101

Station ID : HDR25101

Info Line 1 : Nauvoo Road &

Info Line 2 : Ontario Street

GPS Lat/Lon :

DB File : HDR25101.DB

Last Connected Device Type : Unic-L

Version Number : 1.41

Serial Number : 84557

Number of Lanes : 2

Posted Speed Limit : 40.0 kph

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	NB		Ax-Ax	150 cm	182 cm	

Lane #1 Basic Axle Classification Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
05/27/25	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	00:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	1	1	0	0	0	0	0	1	0	0	0	0	3
	04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:45	0	1	0	0	0	0	0	1	0	0	0	0	0	2
	05:00	0	5	0	0	0	0	0	0	0	1	0	0	0	6
	05:15	0	4	5	0	0	0	0	0	0	0	0	0	0	9
	05:30	0	6	5	0	0	0	0	0	0	0	0	0	0	11
	05:45	0	3	10	0	0	0	0	0	0	1	0	0	0	14
	06:00	0	11	10	0	0	0	0	0	2	1	0	0	1	25
	06:15	0	9	8	0	0	0	0	0	0	1	0	0	0	18
	06:30	0	24	13	0	3	0	0	0	0	1	2	0	0	43
	06:45	0	18	19	0	0	0	0	1	2	0	0	1	1	42
	07:00	0	15	6	0	0	1	0	0	0	1	0	0	0	23
	07:15	0	20	11	0	1	1	0	0	0	1	2	0	1	37
	07:30	0	22	16	0	1	0	0	1	0	2	0	0	1	43
	07:45	0	28	13	0	1	0	0	0	2	2	1	0	2	49
	08:00	0	10	10	0	1	1	0	1	1	0	2	0	2	28
	08:15	0	20	12	0	0	0	1	2	0	1	4	0	1	41
	08:30	0	19	13	0	0	1	0	1	2	3	2	0	2	43

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
05/27/25	08:45	0	18	7	0	1	0	0	0	2	0	3	0	1	32
Tue	09:00	0	17	19	0	0	2	0	0	1	2	1	1	1	44
	09:15	0	20	8	0	2	2	0	2	1	1	2	0	1	39
	09:30	0	15	15	0	0	2	0	0	0	0	1	0	4	37
	09:45	0	12	20	0	2	2	0	2	1	1	1	0	2	43
	10:00	0	9	7	0	0	2	0	0	0	4	1	0	1	24
	10:15	0	18	11	0	0	0	0	0	1	1	1	0	0	32
	10:30	0	13	10	1	0	0	0	1	0	1	2	0	1	29
	10:45	0	17	13	0	1	1	0	2	1	2	0	0	0	37
	11:00	0	19	15	0	0	1	0	1	2	0	1	0	2	41
	11:15	0	18	14	0	1	0	0	0	1	1	2	0	0	37
	11:30	0	22	12	0	1	1	0	1	1	0	3	0	2	43
	11:45	0	20	16	0	1	0	0	0	2	2	2	1	1	45
	12:00	0	22	24	0	0	0	1	2	1	1	0	0	0	51
	12:15	0	23	16	0	0	0	0	0	0	0	4	0	0	43
	12:30	0	18	7	0	0	1	0	0	2	0	1	0	2	31
	12:45	0	13	11	0	0	0	0	1	0	1	4	1	0	31
	13:00	1	15	5	0	0	0	0	1	2	0	2	0	0	26
	13:15	0	13	13	0	0	1	1	1	2	1	2	0	2	36
	13:30	0	17	12	0	0	0	0	2	0	1	0	0	3	35
	13:45	1	15	13	0	0	0	0	1	1	1	3	0	2	37
	14:00	0	16	9	0	2	1	0	0	0	1	0	0	0	29
	14:15	1	21	14	0	2	0	1	1	2	1	1	0	3	47
	14:30	0	20	10	0	0	0	0	1	4	0	1	1	2	39
	14:45	0	14	12	0	1	1	0	2	0	0	3	1	1	35
	15:00	2	13	15	0	0	0	1	0	1	0	1	0	2	35
	15:15	0	13	14	0	0	1	0	0	0	1	4	0	2	35
	15:30	1	17	10	0	2	1	0	2	1	2	3	1	4	44
	15:45	1	19	11	0	0	0	0	2	4	0	1	0	2	40
	16:00	0	19	13	0	1	0	0	1	0	1	2	0	1	38
	16:15	1	19	16	0	0	0	0	1	0	1	1	1	5	45
	16:30	0	23	12	0	1	0	2	1	1	0	3	0	1	44
	16:45	0	29	14	0	1	0	0	3	1	1	5	0	2	56
	17:00	0	32	10	0	0	0	0	2	1	0	2	0	1	48
	17:15	0	25	11	0	0	0	1	0	1	0	3	0	1	42
	17:30	0	19	10	0	0	0	0	0	1	1	0	0	0	31
	17:45	2	17	14	0	0	0	0	0	1	1	5	0	0	40
	18:00	2	19	13	0	0	0	1	1	1	0	1	0	1	39
	18:15	0	14	7	0	0	0	0	1	1	1	1	0	0	25
	18:30	0	19	8	0	0	0	0	0	1	0	1	0	0	29
	18:45	0	10	9	0	0	0	0	0	1	0	0	0	1	21
	19:00	1	11	6	0	0	0	0	1	0	0	1	0	0	20
	19:15	0	12	8	0	0	0	0	0	0	0	0	0	0	20
	19:30	0	16	8	0	0	0	0	0	0	0	0	0	0	24
	19:45	0	11	5	0	1	0	0	0	0	1	0	0	0	18
	20:00	3	10	6	0	0	0	0	0	0	0	0	0	0	19
	20:15	0	12	4	0	0	0	0	1	0	0	0	0	0	17
	20:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12
	20:45	0	10	5	0	0	0	0	0	0	0	0	0	0	15
	21:00	0	10	3	0	0	0	0	1	0	0	0	0	0	14
	21:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
05/27/25	21:30	0	13	1	0	0	0	0	0	1	0	0	0	0	15
Tue	21:45	0	7	6	0	0	0	0	0	0	0	0	0	0	13
	22:00	0	8	2	0	0	0	0	0	0	0	1	0	0	11
	22:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	22:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
	22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
	23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		16	1107	720	2	28	23	9	45	54	47	89	8	65	2213
Percent :		1%	50%	33%	0%	1%	1%	0%	2%	2%	2%	4%	0%	3%	
Average :		0	12	8	0	0	0	0	0	1	0	1	0	1	23

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
05/28/25	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	00:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	2	1	0	0	0	0	0	0	0	0	0	1	4
	04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	04:45	0	1	3	0	1	0	0	0	0	0	0	0	0	5
	05:00	0	3	1	0	0	1	0	0	0	0	0	0	0	5
	05:15	0	3	3	0	0	0	0	0	0	1	0	0	0	7
	05:30	0	6	7	0	0	0	0	0	0	0	0	0	0	13
	05:45	0	7	5	0	0	0	0	0	0	1	0	0	0	13
	06:00	0	6	5	0	0	0	0	0	0	3	0	0	0	14
	06:15	0	12	17	0	0	0	0	0	0	2	1	1	0	33
	06:30	0	21	14	0	4	1	0	2	0	2	0	0	0	44
	06:45	0	17	14	0	0	1	0	0	0	1	2	0	0	35
	07:00	0	14	13	1	1	2	0	0	2	1	0	0	1	35
	07:15	0	21	10	0	0	0	0	2	0	0	2	0	1	36
	07:30	0	24	12	0	0	0	0	1	1	2	0	0	0	40
	07:45	0	17	14	0	2	0	0	0	0	2	0	0	1	36
	08:00	0	18	23	0	0	0	0	1	0	0	1	0	2	45
	08:15	0	20	15	0	0	0	2	1	0	0	2	0	1	41
	08:30	0	14	12	0	2	1	0	0	0	1	1	0	1	32
	08:45	0	21	10	0	1	2	0	1	0	0	1	0	0	36
	09:00	0	13	11	0	0	0	0	0	0	2	1	1	2	30
	09:15	1	13	15	0	2	1	0	1	1	2	3	0	2	41
	09:30	0	16	16	0	0	0	0	1	3	3	2	0	1	42
	09:45	1	21	10	0	1	0	0	1	0	0	1	0	3	38
	10:00	0	23	18	0	1	1	0	0	0	2	2	0	0	47
	10:15	1	17	8	0	0	1	0	1	2	0	2	0	2	34
	10:30	0	19	12	0	1	0	0	0	0	1	0	0	2	35
	10:45	0	27	7	0	0	0	1	0	0	2	3	0	3	43
	11:00	0	15	12	0	0	2	1	1	1	0	1	0	2	35
	11:15	0	18	14	0	0	1	0	3	1	0	5	0	3	45
	11:30	0	16	8	0	0	0	1	0	0	3	2	0	0	30
	11:45	0	13	7	0	2	0	1	0	3	2	3	0	2	33
	12:00	0	17	14	1	0	0	0	0	3	0	1	1	5	42
	12:15	0	17	15	1	0	0	1	1	0	0	2	0	1	38
	12:30	0	18	10	0	0	0	0	1	0	0	2	0	1	32

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
05/28/25	12:45	0	25	11	0	3	0	0	0	1	1	0	1	1	43
Wed	13:00	1	15	15	0	0	1	0	1	1	0	2	0	4	40
	13:15	0	16	14	0	0	1	0	0	1	0	0	0	1	33
	13:30	0	23	10	0	0	2	0	0	0	2	0	0	3	40
	13:45	0	20	9	0	0	0	0	0	0	0	2	0	0	31
	14:00	0	16	15	0	1	0	0	0	2	1	1	0	1	37
	14:15	0	16	9	0	0	1	1	0	0	0	1	0	1	29
	14:30	1	21	16	0	0	1	0	0	2	2	1	0	1	45
	14:45	0	20	9	0	1	2	1	0	0	1	3	0	5	42
	15:00	0	28	12	0	1	0	1	0	0	1	1	0	1	45
	15:15	0	22	11	0	0	1	1	1	2	2	3	1	4	48
	15:30	0	22	15	0	1	0	1	0	1	0	2	1	2	45
	15:45	1	22	6	0	0	0	0	3	2	0	3	0	0	37
	16:00	0	14	18	0	0	0	0	1	0	1	0	0	1	35
	16:15	1	23	18	0	1	0	0	0	2	0	4	0	1	50
	16:30	0	25	17	0	3	0	1	0	1	0	2	0	5	54
	16:45	0	22	9	0	0	0	0	0	0	1	4	0	2	38
	17:00	0	30	22	0	2	0	0	1	0	0	4	0	2	61
	17:15	0	26	13	0	0	0	0	0	0	0	3	0	3	45
	17:30	0	26	13	0	0	0	1	0	1	0	3	0	0	44
	17:45	0	17	6	0	0	0	0	0	1	1	0	0	0	25
	18:00	0	14	7	0	0	0	0	0	0	0	2	0	0	23
	18:15	0	15	13	0	0	0	1	0	0	2	2	0	1	34
	18:30	0	15	10	0	0	0	0	0	0	0	0	0	0	25
	18:45	0	19	5	0	0	0	0	0	1	0	0	0	1	26
	19:00	0	13	5	0	0	0	0	0	0	0	0	0	0	18
	19:15	0	9	6	0	0	0	0	0	0	0	0	0	1	16
	19:30	2	21	2	0	0	0	0	0	1	0	0	0	0	26
	19:45	0	8	4	0	1	0	1	0	0	0	0	0	1	15
	20:00	0	6	7	0	0	0	0	0	0	0	0	0	0	13
	20:15	0	9	5	0	0	0	0	0	0	0	0	0	0	14
	20:30	1	9	6	0	0	0	0	0	0	0	0	0	0	16
	20:45	0	10	0	0	0	1	0	0	0	0	0	0	0	11
	21:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	21:15	0	9	4	0	0	0	0	0	0	0	0	0	0	13
	21:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
	21:45	0	6	4	0	0	0	0	0	0	0	1	0	0	11
	22:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
	22:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
	22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		10	1134	719	3	33	24	16	25	36	48	84	6	79	2217
Percent :		0%	51%	32%	0%	1%	1%	1%	1%	2%	2%	4%	0%	4%	
Average :		0	12	7	0	0	0	0	0	0	1	1	0	1	22

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
05/29/25	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Thu	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	2	0	0	0	0	0	0	0	0	0	1	3
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	04:15	0	1	0	0	0	0	0	0	0	1	0	0	0	2
	04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	05:15	0	5	3	0	0	0	0	0	0	1	0	0	0	9
	05:30	0	2	4	0	0	0	0	0	0	0	0	0	1	7
	05:45	0	6	7	0	0	2	0	0	0	1	1	0	0	17
	06:00	0	13	7	0	0	0	0	0	0	1	0	0	0	21
	06:15	0	11	14	0	0	0	0	0	0	1	0	0	0	26
	06:30	0	20	16	0	3	0	0	1	1	1	1	0	0	43
	06:45	0	23	14	0	0	0	0	0	1	0	1	0	0	39
	07:00	0	12	11	0	0	0	0	0	0	0	0	0	2	25
	07:15	0	19	9	0	1	0	0	0	0	0	2	0	0	31
	07:30	0	18	15	0	0	0	0	0	1	2	1	0	0	37
	07:45	0	25	12	0	2	0	0	3	2	1	1	0	4	50
	08:00	0	11	16	0	0	0	1	1	1	1	1	0	0	32
	08:15	0	15	13	0	0	0	0	0	0	1	0	0	2	31
	08:30	0	25	6	0	3	0	0	0	0	1	0	0	1	36
	08:45	0	13	15	1	2	1	0	0	2	0	2	0	1	37
	09:00	0	16	6	0	0	0	0	0	1	2	0	0	2	27
	09:15	0	15	14	0	2	0	0	1	2	1	3	0	3	41
	09:30	0	17	15	0	1	1	0	0	2	1	1	0	0	38
	09:45	0	15	16	0	0	0	0	1	2	5	0	0	2	41
	10:00	0	10	17	0	0	0	0	0	0	2	1	0	0	30
	10:15	0	12	13	0	1	2	1	1	1	4	0	0	0	35
	10:30	0	23	16	0	3	0	0	0	1	0	0	0	6	49
	10:45	1	17	10	0	0	1	0	1	0	0	2	0	2	34
	11:00	0	18	17	0	0	0	0	0	0	1	3	0	1	40
	11:15	1	11	15	0	2	1	0	2	2	2	0	0	0	36
	11:30	0	11	7	0	0	1	0	0	0	1	1	0	1	22
	11:45	0	21	17	0	0	0	0	1	1	1	2	0	3	46
	12:00	0	24	23	0	1	0	0	2	2	1	2	1	3	59
	12:15	1	23	15	0	0	3	0	1	2	1	3	0	2	51
	12:30	0	19	18	0	1	2	0	0	1	0	2	0	1	44

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
05/29/25	12:45	1	27	15	0	0	0	0	1	1	1	3	0	3	52
Thu	13:00	0	18	13	0	1	1	0	1	3	2	1	0	2	42
	13:15	0	14	12	0	1	0	0	0	2	0	3	1	0	33
	13:30	0	21	13	0	0	1	0	0	0	0	3	1	1	40
	13:45	0	17	17	0	0	1	0	0	2	0	1	0	0	38
	14:00	1	16	8	0	1	1	0	0	0	1	0	0	0	28
	14:15	1	8	9	0	0	0	0	2	3	1	1	0	3	28
	14:30	1	11	19	0	0	1	0	1	1	0	1	0	1	36
	14:45	0	16	14	0	0	1	0	1	1	1	0	0	2	36
	15:00	0	10	15	0	1	0	0	1	1	1	1	0	3	33
	15:15	1	23	14	0	1	1	0	0	1	1	1	0	3	46
	15:30	0	18	8	0	2	1	0	1	2	1	3	0	5	41
	15:45	0	19	10	0	0	0	0	1	2	0	1	0	2	35
	16:00	0	26	30	0	0	0	1	1	3	0	1	0	1	63
	16:15	0	21	11	0	2	0	1	1	1	1	6	1	1	46
	16:30	0	17	12	0	1	0	0	0	1	0	3	0	3	37
	16:45	1	32	15	0	0	0	0	1	2	1	2	0	3	57
	17:00	0	24	10	0	1	0	0	1	0	1	2	0	1	40
	17:15	0	18	16	0	1	0	0	0	1	0	2	0	3	41
	17:30	0	24	11	0	1	0	1	0	0	0	2	0	1	40
	17:45	0	21	7	0	0	0	0	1	0	1	1	0	1	32
	18:00	0	27	12	0	1	0	0	0	3	1	2	0	0	46
	18:15	0	19	17	0	0	0	1	0	0	0	2	0	0	39
	18:30	1	15	12	0	0	1	0	0	0	0	0	0	2	31
	18:45	0	10	9	0	1	0	0	0	0	0	1	0	0	21
	19:00	0	13	6	0	0	0	0	0	1	0	0	0	0	20
	19:15	0	15	8	0	0	0	0	0	0	0	0	0	0	23
	19:30	0	14	6	0	0	0	1	0	0	3	0	0	1	25
	19:45	0	14	5	0	0	0	0	0	0	0	0	0	0	19
	20:00	0	14	6	0	0	0	0	0	0	0	1	0	0	21
	20:15	0	16	3	0	0	0	0	0	0	1	0	0	0	20
	20:30	0	23	9	1	0	0	0	0	0	0	0	0	0	33
	20:45	0	13	7	0	0	0	0	0	0	0	0	0	0	20
	21:00	0	6	4	0	0	0	0	0	0	0	0	0	0	10
	21:15	0	15	2	0	0	0	0	0	0	0	0	0	0	17
	21:30	0	7	2	0	0	0	0	0	0	1	1	0	0	11
	21:45	0	13	1	0	0	0	0	0	0	0	1	0	0	15
	22:00	0	6	2	0	0	0	0	0	1	0	0	0	0	9
	22:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
	22:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7
	22:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
	23:00	0	2	0	0	0	0	0	0	0	2	0	0	0	4
	23:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	23:45	0	1	0	0	0	0	1	0	1	0	0	0	0	3
Daily Total :		10	1148	786	2	38	23	8	29	58	55	76	4	80	2317
Percent :		0%	50%	34%	0%	2%	1%	0%	1%	3%	2%	3%	0%	3%	
Average :		0	12	8	0	0	0	0	0	1	1	1	0	1	24

Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	SB		Ax-Ax	150 cm	182 cm	

Lane #2 Basic Axle Classification Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
05/27/25	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Tue	00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
	00:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	00:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	05:15	0	2	3	0	0	0	0	0	0	1	0	0	0	6
	05:30	0	1	4	0	0	0	0	0	0	0	0	0	0	5
	05:45	0	2	2	0	0	0	0	0	0	1	0	0	0	5
	06:00	2	8	8	0	0	0	0	0	0	2	0	0	0	20
	06:15	0	11	10	0	2	0	0	0	0	0	0	0	0	23
	06:30	0	12	11	0	0	0	0	0	0	0	1	0	0	24
	06:45	0	7	3	0	2	0	0	0	0	1	1	0	0	14
	07:00	0	8	13	0	0	1	0	0	0	0	1	0	1	24
	07:15	0	11	15	0	1	1	0	0	1	2	0	0	4	35
	07:30	1	15	14	0	1	0	0	0	0	1	2	0	1	35
	07:45	0	8	6	0	0	1	0	4	1	0	2	0	3	25
	08:00	1	16	14	0	0	1	0	1	0	0	1	0	0	34
	08:15	0	18	5	0	2	0	0	0	0	1	1	0	1	28
	08:30	0	16	5	0	0	0	0	0	1	2	1	0	1	26
	08:45	0	20	17	0	0	0	0	2	2	2	3	0	1	47
	09:00	0	19	10	0	2	0	0	1	0	2	0	1	3	38
	09:15	1	11	10	0	0	1	0	0	0	0	0	0	1	24
	09:30	0	12	15	0	0	1	0	0	0	2	1	0	0	31
	09:45	0	12	16	0	2	1	0	1	1	1	1	1	2	38
	10:00	0	14	11	0	1	0	1	1	0	1	0	0	1	30
	10:15	0	19	12	0	2	1	0	2	0	0	0	1	1	38
	10:30	0	9	9	1	0	0	0	0	2	3	1	0	1	26

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
05/27/25	10:45	0	14	13	0	0	1	1	2	2	0	0	0	2	35
Tue	11:00	0	20	10	0	0	1	0	0	1	0	2	0	0	34
	11:15	1	13	14	0	0	0	0	0	1	1	1	0	1	32
	11:30	1	22	16	0	1	2	0	2	2	0	1	0	3	50
	11:45	0	19	15	0	1	2	0	2	2	0	1	0	2	44
	12:00	0	23	10	0	1	0	2	1	1	0	3	0	2	43
	12:15	0	19	16	0	0	0	0	0	0	2	1	0	2	40
	12:30	0	22	11	0	1	2	1	1	1	1	1	0	2	43
	12:45	1	21	6	0	1	1	0	4	2	2	0	0	3	41
	13:00	1	15	9	0	0	0	0	1	0	1	0	0	1	28
	13:15	0	11	13	0	0	0	0	1	0	1	0	0	0	26
	13:30	0	21	12	1	0	0	0	0	0	1	1	0	2	38
	13:45	0	15	11	0	2	0	1	0	1	0	1	1	1	33
	14:00	0	11	10	0	0	0	1	1	0	0	3	0	2	28
	14:15	0	19	10	0	0	1	0	1	2	1	0	0	3	37
	14:30	0	17	13	0	2	0	0	1	1	2	0	0	0	36
	14:45	2	27	15	0	0	1	1	2	0	2	0	0	3	53
	15:00	2	34	8	0	1	0	0	0	0	2	4	0	2	53
	15:15	0	25	13	0	1	1	1	1	3	2	0	0	3	50
	15:30	0	20	10	1	1	0	0	2	2	0	1	0	0	37
	15:45	1	30	15	1	0	0	0	1	2	0	1	0	2	53
	16:00	1	28	18	0	0	0	1	1	0	0	1	0	2	52
	16:15	2	19	16	0	1	0	0	0	0	0	3	0	2	43
	16:30	0	36	15	0	0	0	1	1	1	0	4	0	0	58
	16:45	0	33	22	0	0	2	0	1	1	1	5	0	3	68
	17:00	0	29	17	0	0	1	0	0	1	0	4	0	2	54
	17:15	0	23	14	0	0	0	1	1	0	3	2	0	0	44
	17:30	2	21	13	0	0	0	1	1	0	1	6	0	1	46
	17:45	0	26	21	0	0	1	0	0	0	0	3	0	0	51
	18:00	0	20	11	0	0	0	0	0	2	0	0	0	1	34
	18:15	0	25	12	0	0	0	0	0	0	0	1	0	0	38
	18:30	0	24	11	0	0	0	0	0	0	0	1	0	2	38
	18:45	1	9	13	1	0	1	0	1	0	1	1	0	0	28
	19:00	0	13	12	0	0	0	0	0	1	0	0	0	0	26
	19:15	0	19	13	0	0	0	0	0	0	0	0	0	0	32
	19:30	0	9	14	0	0	0	0	0	0	0	0	0	0	23
	19:45	1	11	6	0	0	0	0	0	0	0	0	0	0	18
	20:00	0	13	3	0	0	0	0	0	1	0	2	0	0	19
	20:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14
	20:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	20:45	0	8	6	0	0	0	0	0	0	0	0	0	0	14
	21:00	0	18	8	0	0	0	0	0	0	0	1	0	0	27
	21:15	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	21:30	0	7	2	0	0	0	0	0	0	0	1	0	0	10
	21:45	0	8	5	0	0	0	0	0	0	0	0	0	0	13
	22:00	0	10	5	0	0	0	0	0	0	1	0	0	0	16
	22:15	0	4	1	0	0	0	0	0	0	1	0	0	0	6
	22:30	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	22:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11
	23:00	0	8	3	0	0	0	0	0	0	0	1	0	0	12
	23:15	0	3	3	0	0	0	0	0	0	0	0	0	0	6

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	Total
05/27/25	23:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
Tue	23:45	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Daily Total :		21	1148	753	5	28	25	13	41	39	49	73	4	70	2269
Percent :		1%	51%	33%	0%	1%	1%	1%	2%	2%	2%	3%	0%	3%	
Average :		0	12	8	0	0	0	0	0	0	1	1	0	1	23

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
05/28/25	00:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Wed	00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	00:30	0	0	0	0	0	0	0	0	2	0	0	0	0	2
	00:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	1
	03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:30	0	1	0	0	0	0	0	0	0	1	0	0	0	2
	04:45	0	0	1	0	0	1	0	0	0	0	0	0	0	2
	05:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	05:15	0	0	3	0	0	0	0	0	0	1	0	0	0	4
	05:30	0	4	6	0	0	0	0	0	1	0	0	0	0	11
	05:45	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	06:00	0	11	10	0	0	0	0	0	1	0	0	0	0	22
	06:15	0	10	7	0	2	0	0	1	0	0	2	0	0	22
	06:30	0	10	11	0	0	1	0	0	0	1	0	0	1	24
	06:45	0	7	7	0	3	0	0	0	0	2	1	0	1	21
	07:00	0	9	8	0	0	0	0	0	0	1	0	0	0	18
	07:15	0	9	13	0	1	0	0	0	0	1	2	0	2	28
	07:30	0	19	11	0	0	1	0	0	2	1	0	0	2	36
	07:45	0	11	14	0	1	0	0	0	1	1	1	0	0	29
	08:00	0	13	17	0	1	0	0	0	0	0	2	1	0	34
	08:15	0	12	12	0	2	1	0	0	1	0	2	0	1	31
	08:30	0	20	9	0	1	0	0	0	3	1	2	0	0	36
	08:45	0	18	23	0	0	1	0	1	0	1	3	0	0	47
	09:00	0	19	17	0	1	1	0	1	1	0	0	0	2	42
	09:15	1	15	11	0	0	0	2	2	1	2	1	0	1	36
	09:30	0	19	14	0	0	0	0	0	0	1	2	0	4	40
	09:45	0	16	10	0	0	1	1	1	0	4	1	0	2	36
	10:00	0	11	16	0	0	0	0	2	0	2	1	0	0	32
	10:15	0	18	8	0	1	1	1	1	0	2	1	0	2	35
	10:30	0	18	8	0	0	1	0	1	1	2	2	0	1	34
	10:45	0	17	8	0	0	1	0	1	0	1	0	0	1	29
	11:00	0	18	14	0	0	1	0	2	2	0	2	0	1	40
	11:15	0	18	19	0	0	0	0	0	0	2	2	0	0	41
	11:30	0	29	12	0	1	1	0	3	0	1	2	0	1	50
	11:45	0	18	22	0	0	2	0	0	1	1	1	0	0	45
	12:00	0	17	12	0	1	1	1	0	1	1	1	0	0	35
	12:15	0	20	22	1	0	0	0	0	0	1	3	0	1	48
	12:30	0	18	9	0	0	1	0	1	0	1	0	0	2	32

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
05/28/25	12:45	0	14	12	0	1	1	0	1	0	2	1	0	2	34
Wed	13:00	0	8	10	0	1	1	0	1	1	1	2	0	1	26
	13:15	0	19	11	0	0	1	0	0	0	0	1	0	1	33
	13:30	0	19	8	0	0	0	0	2	3	1	3	0	0	36
	13:45	0	19	15	0	0	0	0	1	0	0	0	0	2	37
	14:00	0	28	6	0	0	0	1	1	1	1	0	0	0	38
	14:15	1	23	14	0	0	2	0	0	2	1	5	0	1	49
	14:30	1	17	15	0	1	0	0	3	2	0	1	0	1	41
	14:45	1	22	9	0	1	0	0	2	0	1	0	0	0	36
	15:00	0	27	18	0	1	0	0	0	1	0	2	0	4	53
	15:15	0	21	12	0	1	0	0	0	1	3	1	0	4	43
	15:30	0	23	21	0	3	1	0	2	4	0	2	0	3	59
	15:45	2	34	20	0	0	0	2	0	0	0	3	0	0	61
	16:00	0	26	15	0	0	0	0	0	0	0	3	0	0	44
	16:15	1	24	24	0	1	0	2	2	0	0	1	0	2	57
	16:30	0	23	25	0	1	0	0	1	1	0	1	0	0	52
	16:45	0	25	18	1	0	0	1	0	2	1	2	0	2	52
	17:00	1	30	18	0	0	1	0	0	1	0	2	0	4	57
	17:15	1	28	22	0	1	0	0	1	2	0	0	0	2	57
	17:30	0	20	19	0	0	0	0	1	0	0	0	0	3	43
	17:45	0	26	10	0	0	0	1	0	0	1	1	0	0	39
	18:00	1	20	7	0	0	0	0	0	1	0	2	0	1	32
	18:15	0	12	11	0	0	0	0	0	2	0	1	0	0	26
	18:30	0	20	12	0	0	0	0	0	0	0	0	0	1	33
	18:45	0	17	12	0	0	0	0	1	0	1	0	0	1	32
	19:00	0	14	10	0	0	0	0	0	1	1	0	0	0	26
	19:15	0	8	9	0	0	0	0	0	0	0	0	0	0	17
	19:30	0	12	6	0	0	0	0	0	0	0	1	0	0	19
	19:45	0	8	5	0	0	0	0	0	0	0	0	0	0	13
	20:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	20:15	0	7	2	0	0	0	0	0	0	1	0	0	0	10
	20:30	2	11	7	0	0	0	0	0	0	0	0	0	0	20
	20:45	1	10	3	0	0	0	0	0	0	0	0	0	0	14
	21:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16
	21:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13
	21:30	0	5	4	0	0	0	0	0	0	0	0	0	0	9
	21:45	2	5	0	0	0	0	0	0	0	0	0	0	0	7
	22:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
	22:15	0	4	7	0	0	0	0	1	0	0	0	0	0	12
	22:30	0	5	0	0	1	0	0	0	0	0	0	0	0	6
	22:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	23:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	23:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	23:30	0	3	1	0	0	0	0	0	1	0	0	0	0	5
	23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Daily Total :		15	1123	799	2	29	23	12	37	45	47	69	1	60	2262
Percent :		1%	50%	35%	0%	1%	1%	1%	2%	2%	2%	3%	0%	3%	
Average :		0	12	8	0	0	0	0	0	0	0	1	0	1	22

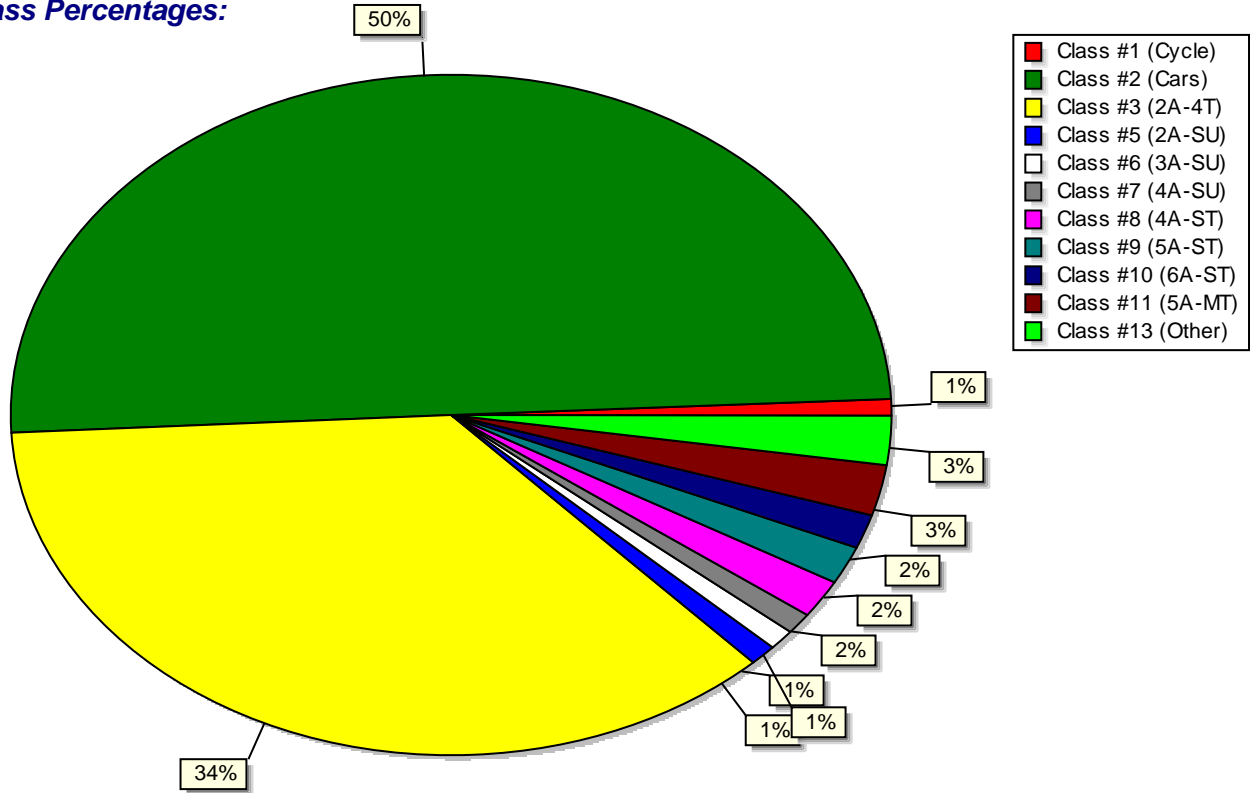
(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
05/29/25	00:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Thu	00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	00:45	0	1	0	0	0	0	0	0	1	0	0	0	0	2
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	01:30	0	3	0	0	0	0	0	0	1	0	0	0	0	4
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
	04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
	05:15	0	1	2	0	0	0	0	0	2	0	0	0	0	5
	05:30	0	5	3	0	0	0	0	0	0	0	0	0	0	8
	05:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
	06:00	0	10	8	0	0	0	0	0	0	0	0	0	0	18
	06:15	0	12	11	0	1	0	0	0	0	0	0	0	0	24
	06:30	0	8	6	0	1	0	0	0	0	1	1	0	0	17
	06:45	0	7	8	0	4	0	0	0	0	1	1	0	0	21
	07:00	0	8	8	0	0	1	0	0	0	0	0	1	1	19
	07:15	0	20	12	0	1	0	0	1	0	3	1	0	2	40
	07:30	0	11	14	0	0	0	0	1	0	1	1	0	0	28
	07:45	0	12	15	0	2	1	0	0	3	0	2	0	0	35
	08:00	0	12	16	0	2	1	0	0	0	0	0	0	1	32
	08:15	0	12	10	1	2	0	0	0	0	1	0	0	1	27
	08:30	0	18	10	0	0	0	0	0	0	2	1	1	3	35
	08:45	0	14	10	0	3	0	0	0	2	2	3	0	1	35
	09:00	0	18	13	0	1	0	0	0	2	2	1	0	1	38
	09:15	0	16	10	0	0	0	0	0	0	2	2	0	0	30
	09:30	0	11	9	0	0	0	0	0	0	4	0	0	0	24
	09:45	0	15	14	0	1	0	0	1	0	1	0	0	2	34
	10:00	0	16	11	0	0	1	0	0	0	1	5	0	2	36
	10:15	0	16	13	0	0	1	0	1	0	1	1	0	0	33
	10:30	1	13	15	0	2	0	0	3	0	2	0	0	0	36
	10:45	0	12	13	0	0	0	0	3	2	0	3	0	1	34
	11:00	0	14	18	0	2	0	0	0	2	2	2	0	1	41
	11:15	1	7	13	0	0	0	0	0	0	1	2	0	1	25
	11:30	0	25	15	0	1	0	0	1	1	0	2	0	1	46
	11:45	1	12	9	0	0	1	0	1	0	3	2	0	0	29
	12:00	0	17	15	0	0	1	1	2	2	2	1	0	1	42
	12:15	0	20	21	0	1	0	1	0	0	1	1	0	6	51
	12:30	2	19	12	0	0	0	1	0	0	0	0	0	1	35

(DEFAULTC)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Date	Time	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
05/29/25	12:45	0	26	10	0	1	1	0	0	2	1	1	0	2	44
Thu	13:00	1	15	19	0	0	1	2	0	0	3	3	1	2	47
	13:15	0	20	13	0	0	0	0	3	0	0	3	0	2	41
	13:30	0	8	20	0	1	0	0	0	0	1	0	0	0	30
	13:45	0	20	14	0	0	0	0	0	0	0	1	0	1	36
	14:00	0	8	8	0	0	1	0	1	0	1	2	0	2	23
	14:15	0	12	19	0	0	1	0	2	0	1	0	0	1	36
	14:30	0	12	17	0	1	0	0	1	1	2	3	0	3	40
	14:45	0	14	20	0	0	1	0	0	1	2	3	0	1	42
	15:00	0	13	6	0	1	1	0	3	0	0	2	0	0	26
	15:15	0	20	12	0	2	1	0	1	2	0	1	0	0	39
	15:30	1	31	16	0	0	1	0	0	0	0	2	0	1	52
	15:45	1	23	17	0	0	1	0	1	1	3	1	0	1	49
	16:00	0	25	14	0	0	0	0	1	0	1	2	0	3	46
	16:15	0	16	13	0	1	1	0	1	1	1	1	0	1	36
	16:30	0	35	13	0	1	0	1	1	3	0	2	1	0	57
	16:45	0	28	10	0	0	0	1	0	0	2	2	0	0	43
	17:00	0	31	14	0	0	0	0	0	1	2	1	0	1	50
	17:15	1	18	18	0	0	0	1	0	1	1	1	0	1	42
	17:30	0	39	18	0	0	0	0	0	0	0	2	0	3	62
	17:45	1	31	13	0	0	0	0	0	1	0	4	0	0	50
	18:00	0	32	15	1	0	0	0	0	0	0	0	0	0	48
	18:15	0	15	10	0	0	0	0	0	0	0	0	0	0	25
	18:30	1	21	7	0	0	1	0	0	0	0	0	0	0	30
	18:45	0	11	14	0	0	0	0	1	1	1	1	0	0	29
	19:00	0	11	8	0	0	1	1	0	0	0	0	0	0	21
	19:15	0	18	5	0	0	0	0	0	0	1	0	0	0	24
	19:30	0	16	7	0	0	0	0	0	0	0	0	0	0	23
	19:45	0	9	9	0	0	0	0	0	0	0	1	0	0	19
	20:00	0	14	6	0	0	0	0	0	0	0	0	0	0	20
	20:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13
	20:30	1	13	6	0	0	0	0	0	0	0	0	0	0	20
	20:45	0	11	3	0	0	0	0	0	0	0	1	0	0	15
	21:00	0	10	7	0	0	0	0	0	1	0	0	0	0	18
	21:15	0	9	3	0	1	0	0	0	0	0	0	0	0	13
	21:30	0	7	8	0	0	0	0	0	0	0	0	0	0	15
	21:45	0	1	7	0	0	0	0	0	0	0	0	0	0	8
	22:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
	22:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
	22:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	22:45	0	6	6	0	0	0	0	0	0	0	0	0	0	12
	23:00	0	9	4	0	0	0	1	0	0	0	0	0	0	14
	23:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
	23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	23:45	0	1	1	0	0	0	0	0	0	0	0	0	1	3
Daily Total :		12	1095	786	2	33	19	10	30	34	56	72	4	52	2205
Percent :		1%	50%	36%	0%	1%	1%	0%	1%	2%	3%	3%	0%	2%	
Average :		0	11	8	0	0	0	0	0	0	1	1	0	1	22

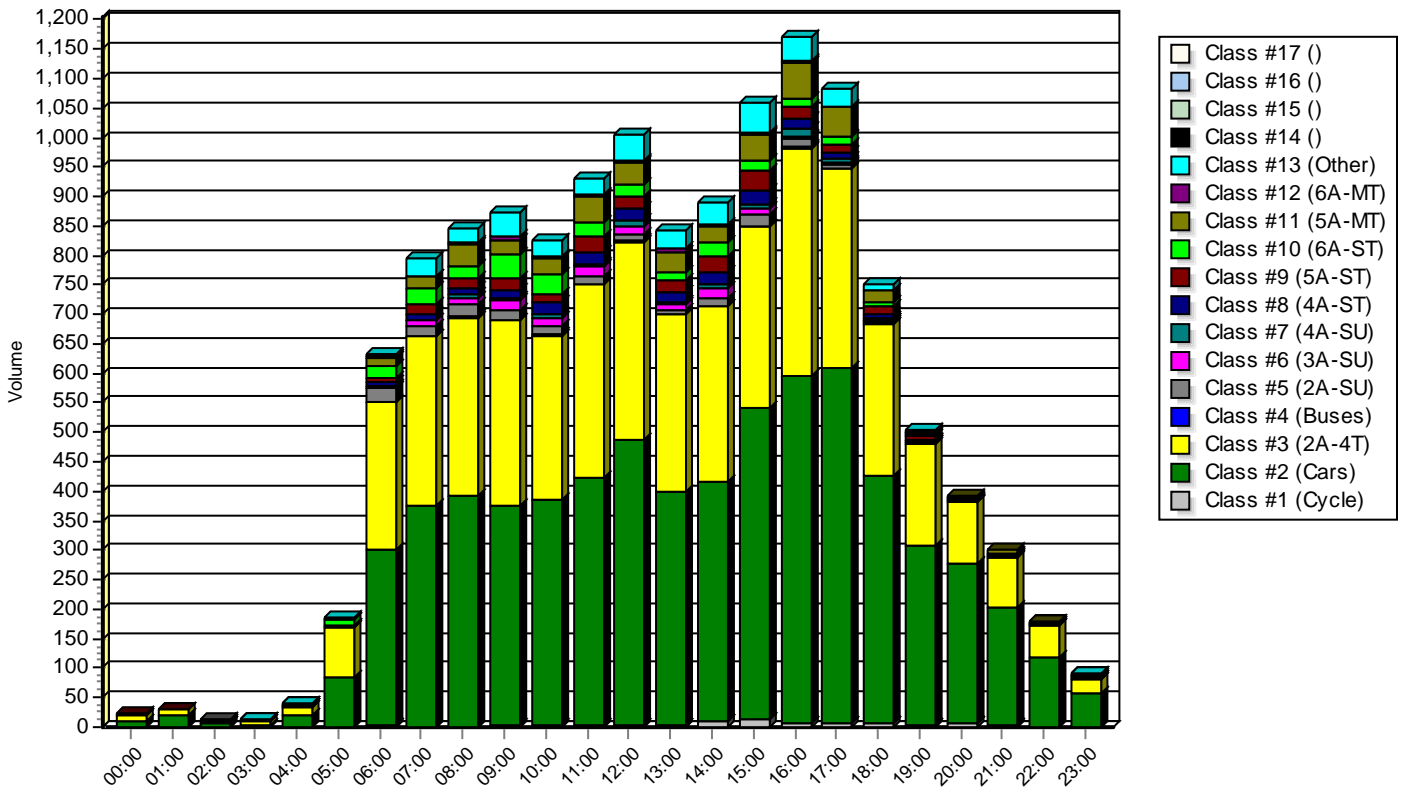
Basic Axle Class Summary: HDR25101

<i>(DEFAULTC)</i>		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
TOTAL COUNT :	#1.	36	3389	2225	7	99	70	33	99	148	150	249	18	224	6747
	#2.	48	3366	2338	9	90	67	35	108	118	152	214	9	182	6736
		84	6755	4563	16	189	137	68	207	266	302	463	27	406	13483
Percents :	#1.	1%	50%	33%	0%	1%	1%	0%	1%	2%	2%	4%	0%	3%	50%
	#2.	1%	50%	35%	0%	1%	1%	1%	2%	2%	2%	3%	0%	3%	50%
		1%	50%	34%	0%	1%	1%	1%	2%	2%	2%	3%	0%	3%	
Average :	#1.	0	12	8	0	0	0	0	0	1	1	1	0	1	24
	#2.	0	12	8	0	0	0	0	0	0	1	1	0	1	23
		0	24	16	0	0	0	0	0	1	2	2	0	2	47
Days & ADT :	#1.	3.0	2249												
	#2.	3.0	2245												
		3.0	4494												

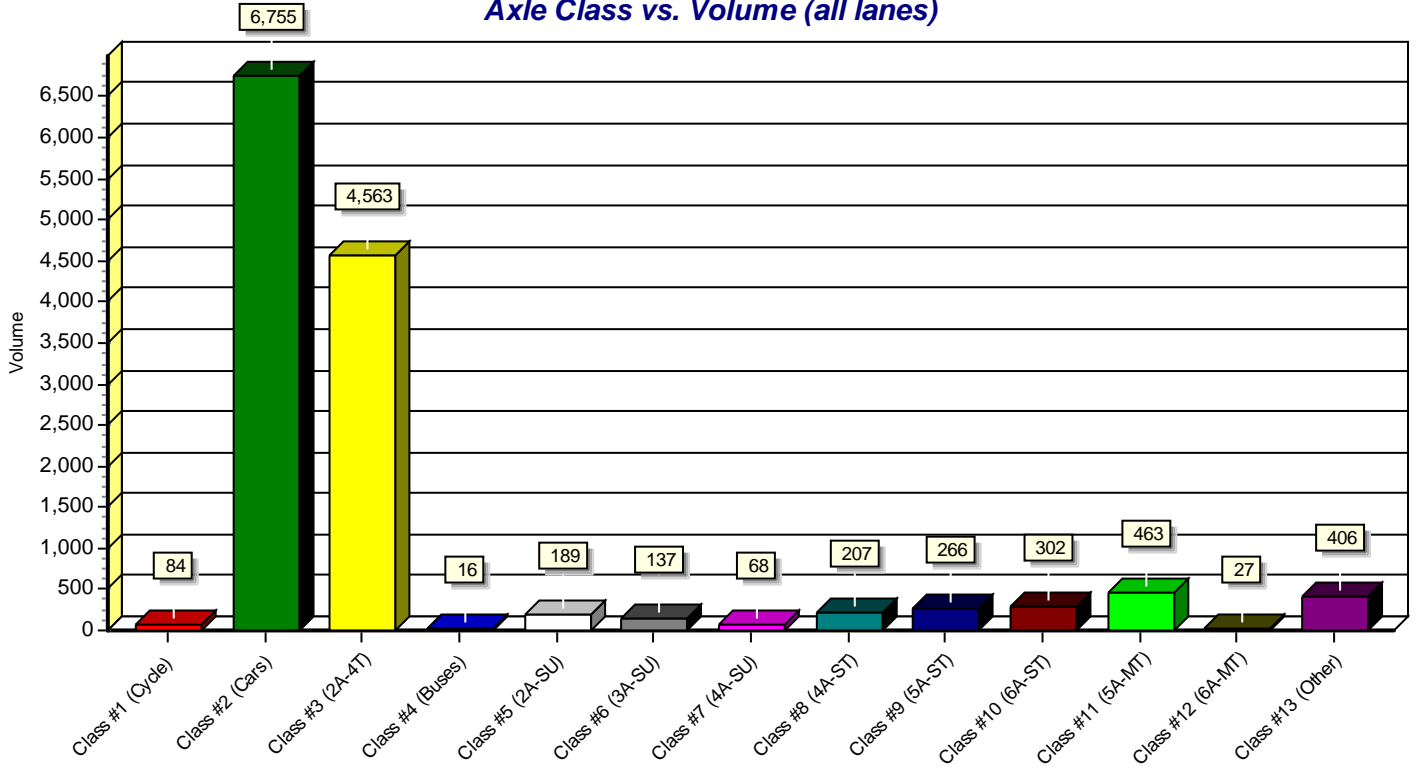
Axle Class Percentages:



Axle Class vs. Time (all lanes)



Axle Class vs. Volume (all lanes)



Basic Speed Classification Report: HDR25101

Lane #1 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
1.	NB		Ax-Ax	150 cm	182 cm	

Lane #1 Basic Speed Classification Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025

Date	Time	(HDR)																	Total
		#1 0.0 - 9.9	#2 10.0 - 14.9	#3 15.0 - 19.9	#4 20.0 - 24.9	#5 25.0 - 29.9	#6 30.0 - 34.9	#7 35.0 - 39.9	#8 40.0 - 44.9	#9 45.0 - 49.9	#10 50.0 - 54.9	#11 55.0 - 59.9	#12 60.0 - 64.9	#13 65.0 - 69.9	#14 70.0 - 79.9	#15 80.0 - 89.9	#16 90.0 - 99.9	#17 Other	
05/27/25	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tue	00:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	0	0	1	0	0	1	2	1	0	1	0	0	0	0	0	0	6
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3
	04:15	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
	04:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	04:45	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
	05:00	0	0	0	0	0	1	1	1	2	0	0	1	0	0	0	0	0	6
	05:15	0	0	0	0	0	0	0	5	2	2	0	0	0	0	0	0	0	9
	05:30	0	0	0	1	0	1	1	4	2	1	1	0	0	0	0	0	0	11
	05:45	0	0	0	0	1	0	0	4	3	2	4	0	0	0	0	0	0	14
	06:00	1	0	0	0	0	1	5	5	7	3	3	0	0	0	0	0	0	25
	06:15	0	0	0	0	0	0	3	8	5	2	0	0	0	0	0	0	0	18
	06:30	0	0	0	0	0	3	6	17	10	6	1	0	0	0	0	0	0	43
	06:45	0	0	0	0	1	2	8	14	11	5	1	0	0	0	0	0	0	42
	07:00	0	0	0	0	1	4	7	5	4	2	0	0	0	0	0	0	0	23
	07:15	0	0	1	2	3	4	5	13	4	5	0	0	0	0	0	0	0	37
	07:30	1	0	1	0	2	2	8	18	7	4	0	0	0	0	0	0	0	43
	07:45	0	0	0	0	1	3	20	11	9	5	0	0	0	0	0	0	0	49
	08:00	0	1	0	2	2	3	7	6	3	2	1	0	1	0	0	0	0	28
	08:15	0	0	0	0	1	6	9	13	6	6	0	0	0	0	0	0	0	41
	08:30	0	0	1	2	2	7	11	13	6	1	0	0	0	0	0	0	0	43
	08:45	0	0	0	0	3	7	3	8	8	2	1	0	0	0	0	0	0	32
	09:00	0	1	3	1	6	5	9	10	7	2	0	0	0	0	0	0	0	44
	09:15	0	0	0	1	4	4	10	12	7	1	0	0	0	0	0	0	0	39
	09:30	0	1	1	3	3	7	10	10	1	1	0	0	0	0	0	0	0	37
	09:45	0	0	1	0	5	13	11	7	4	0	1	1	0	0	0	0	0	43

(HDR)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17		Total
Date	Time	0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other		Total
05/27/25	10:00	0	0	0	0	1	5	7	11	0	0	0	0	0	0	0	0	0	0	24
Tue	10:15	2	0	1	1	2	8	7	8	3	0	0	0	0	0	0	0	0	0	32
	10:30	0	0	1	0	7	8	7	5	1	0	0	0	0	0	0	0	0	0	29
	10:45	0	0	1	2	5	4	13	9	2	1	0	0	0	0	0	0	0	0	37
	11:00	0	0	3	7	5	13	7	4	0	1	0	1	0	0	0	0	0	0	41
	11:15	0	1	2	4	7	11	8	4	0	0	0	0	0	0	0	0	0	0	37
	11:30	2	1	3	3	7	9	13	5	0	0	0	0	0	0	0	0	0	0	43
	11:45	0	1	1	3	5	11	11	9	4	0	0	0	0	0	0	0	0	0	45
	12:00	0	1	0	3	12	9	18	6	1	1	0	0	0	0	0	0	0	0	51
	12:15	1	0	0	2	6	8	17	5	3	0	1	0	0	0	0	0	0	0	43
	12:30	0	0	1	3	4	9	5	6	3	0	0	0	0	0	0	0	0	0	31
	12:45	1	1	1	2	3	7	5	8	2	1	0	0	0	0	0	0	0	0	31
	13:00	0	0	0	0	3	11	7	4	1	0	0	0	0	0	0	0	0	0	26
	13:15	0	4	1	1	5	5	10	5	4	1	0	0	0	0	0	0	0	0	36
	13:30	1	0	1	1	4	6	13	6	1	2	0	0	0	0	0	0	0	0	35
	13:45	2	0	1	0	2	5	8	9	7	1	1	0	0	0	0	0	1	0	37
	14:00	0	1	2	3	4	5	12	2	0	0	0	0	0	0	0	0	0	0	29
	14:15	0	3	6	1	7	8	13	7	2	0	0	0	0	0	0	0	0	0	47
	14:30	1	1	0	6	4	7	9	6	4	0	0	0	0	0	1	0	0	0	39
	14:45	1	1	2	0	1	5	10	12	3	0	0	0	0	0	0	0	0	0	35
	15:00	0	3	0	4	5	6	12	3	2	0	0	0	0	0	0	0	0	0	35
	15:15	0	1	1	2	6	12	7	2	1	3	0	0	0	0	0	0	0	0	35
	15:30	0	4	1	6	7	8	10	3	3	2	0	0	0	0	0	0	0	0	44
	15:45	3	3	2	3	5	5	9	6	3	0	1	0	0	0	0	0	0	0	40
	16:00	1	0	1	2	5	12	7	8	1	1	0	0	0	0	0	0	0	0	38
	16:15	3	0	0	1	5	10	9	15	1	1	0	0	0	0	0	0	0	0	45
	16:30	3	2	1	1	4	9	7	8	4	4	0	0	0	1	0	0	0	0	44
	16:45	2	1	0	1	4	9	20	9	8	1	0	1	0	0	0	0	0	0	56
	17:00	0	0	0	1	1	6	14	15	7	3	1	0	0	0	0	0	0	0	48
	17:15	0	0	1	1	3	9	13	8	7	0	0	0	0	0	0	0	0	0	42
	17:30	1	0	0	0	0	3	10	7	4	4	2	0	0	0	0	0	0	0	31
	17:45	2	0	0	1	3	5	10	13	3	3	0	0	0	0	0	0	0	0	40
	18:00	1	2	0	0	1	6	8	11	7	2	1	0	0	0	0	0	0	0	39
	18:15	0	0	0	2	2	11	6	2	2	0	0	0	0	0	0	0	0	0	25
	18:30	0	0	0	1	2	4	3	13	3	3	0	0	0	0	0	0	0	0	29
	18:45	1	0	0	1	0	3	3	8	4	1	0	0	0	0	0	0	0	0	21
	19:00	0	0	0	0	1	4	6	7	1	1	0	0	0	0	0	0	0	0	20
	19:15	0	0	0	1	1	0	6	8	3	1	0	0	0	0	0	0	0	0	20
	19:30	0	1	0	0	1	1	5	6	8	2	0	0	0	0	0	0	0	0	24
	19:45	0	0	0	0	1	2	2	6	4	3	0	0	0	0	0	0	0	0	18
	20:00	3	0	0	0	1	0	2	3	4	5	0	0	1	0	0	0	0	0	19
	20:15	0	0	0	0	0	4	4	6	2	1	0	0	0	0	0	0	0	0	17
	20:30	0	0	0	0	0	1	3	5	3	0	0	0	0	0	0	0	0	0	12
	20:45	0	0	0	0	0	5	5	4	0	1	0	0	0	0	0	0	0	0	15
	21:00	0	0	0	0	1	2	4	5	1	1	0	0	0	0	0	0	0	0	14
	21:15	0	0	0	0	0	1	1	4	1	0	1	0	0	0	0	0	0	0	8
	21:30	0	0	0	1	1	3	6	4	0	0	0	0	0	0	0	0	0	0	15
	21:45	0	0	0	1	1	2	5	3	1	0	0	0	0	0	0	0	0	0	13
	22:00	0	0	0	0	0	1	3	3	3	1	0	0	0	0	0	0	0	0	11
	22:15	0	0	0	0	1	1	2	1	1	0	0	0	0	0	0	0	0	0	6

(HDR)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17		
		0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other	Total	
05/27/25	22:30	0	1	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	6
Tue	22:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	23:00	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	3
	23:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Daily Total :		33	36	42	85	192	377	542	518	248	106	25	4	2	1	1	1	0	0	2213
Percent :		1%	2%	2%	4%	9%	17%	24%	23%	11%	5%	1%	0%	0%	0%	0%	0%	0%	0%	
Average :		0	0	0	1	2	4	6	5	3	1	0	0	0	0	0	0	0	0	23

Speeds - Average: 37.3	50% : 38.2	67% : 41.8	85% : 46.3	20kph Pace: 30.1 - 50.0 (76.1%)
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(HDR)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17		
Date	Time	0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other	Total	
05/28/25	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wed	00:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
	01:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	03:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4
	04:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	04:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	04:45	0	0	0	0	0	1	0	0	2	1	1	0	0	0	0	0	0	0	5
	05:00	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0	5
	05:15	0	0	0	0	0	2	1	0	1	3	0	0	0	0	0	0	0	0	7
	05:30	0	0	0	0	1	0	3	4	2	2	0	1	0	0	0	0	0	0	13
	05:45	0	0	0	0	0	0	1	2	4	4	1	1	0	0	0	0	0	0	13
	06:00	0	0	0	0	0	0	1	5	4	3	0	1	0	0	0	0	0	0	14
	06:15	0	0	0	0	0	0	7	7	15	4	0	0	0	0	0	0	0	0	33
	06:30	0	0	0	0	2	0	3	18	15	5	1	0	0	0	0	0	0	0	44
	06:45	0	0	0	0	0	0	4	9	14	5	3	0	0	0	0	0	0	0	35
	07:00	1	1	0	0	1	2	8	10	4	8	0	0	0	0	0	0	0	0	35
	07:15	1	0	0	1	0	1	11	11	10	1	0	0	0	0	0	0	0	0	36
	07:30	0	0	0	2	0	3	8	11	9	4	3	0	0	0	0	0	0	0	40
	07:45	1	0	0	0	0	2	5	9	11	7	1	0	0	0	0	0	0	0	36
	08:00	0	1	0	0	2	11	8	15	8	0	0	0	0	0	0	0	0	0	45
	08:15	1	0	0	0	2	2	13	17	4	2	0	0	0	0	0	0	0	0	41
	08:30	1	0	0	1	0	1	9	10	6	3	0	0	1	0	0	0	0	0	32
	08:45	1	0	0	0	6	4	9	12	4	0	0	0	0	0	0	0	0	0	36
	09:00	0	0	0	3	2	5	8	5	4	3	0	0	0	0	0	0	0	0	30
	09:15	0	2	0	2	3	14	12	6	2	0	0	0	0	0	0	0	0	0	41
	09:30	1	1	0	1	5	13	8	5	7	0	1	0	0	0	0	0	0	0	42
	09:45	0	0	4	0	7	6	11	6	4	0	0	0	0	0	0	0	0	0	38
	10:00	0	0	0	0	5	9	17	11	5	0	0	0	0	0	0	0	0	0	47
	10:15	0	0	2	1	5	7	9	9	1	0	0	0	0	0	0	0	0	0	34
	10:30	0	1	3	2	4	15	8	2	0	0	0	0	0	0	0	0	0	0	35
	10:45	1	1	1	4	12	7	10	6	0	0	0	0	0	0	0	0	0	1	43
	11:00	1	0	0	6	2	7	8	9	2	0	0	0	0	0	0	0	0	0	35
	11:15	3	0	2	3	5	13	12	6	1	0	0	0	0	0	0	0	0	0	45
	11:30	0	0	0	1	4	3	10	9	1	1	1	0	0	0	0	0	0	0	30
	11:45	0	0	0	5	5	5	11	5	2	0	0	0	0	0	0	0	0	0	33
	12:00	1	2	0	0	2	9	14	11	2	0	0	0	0	0	0	0	0	1	42
	12:15	0	1	0	2	3	10	15	6	1	0	0	0	0	0	0	0	0	0	38

(HDR)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17	
Date	Time	0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other	Total
05/28/25	12:30	1	0	1	3	7	5	7	5	3	0	0	0	0	0	0	0	0	32
Wed	12:45	0	1	2	2	4	20	8	4	2	0	0	0	0	0	0	0	0	43
	13:00	1	0	6	4	6	4	9	6	4	0	0	0	0	0	0	0	0	40
	13:15	0	1	0	1	1	6	11	9	3	1	0	0	0	0	0	0	0	33
	13:30	2	0	2	2	6	5	20	3	0	0	0	0	0	0	0	0	0	40
	13:45	2	3	0	2	3	4	11	5	1	0	0	0	0	0	0	0	0	31
	14:00	1	0	1	2	5	4	11	10	2	0	0	0	0	0	0	0	1	37
	14:15	1	1	1	1	2	8	3	9	3	0	0	0	0	0	0	0	0	29
	14:30	1	3	4	1	0	6	12	15	2	0	1	0	0	0	0	0	0	45
	14:45	3	3	2	0	4	16	5	5	3	0	1	0	0	0	0	0	0	42
	15:00	2	1	2	5	8	12	9	4	1	1	0	0	0	0	0	0	0	45
	15:15	1	1	1	3	5	16	13	4	2	0	0	0	0	1	1	0	0	48
	15:30	0	2	0	5	7	9	12	5	3	2	0	0	0	0	0	0	0	45
	15:45	2	1	0	2	2	4	12	6	7	1	0	0	0	0	0	0	0	37
	16:00	0	1	1	2	0	9	13	8	1	0	0	0	0	0	0	0	0	35
	16:15	3	0	0	0	7	8	14	12	4	2	0	0	0	0	0	0	0	50
	16:30	2	2	1	0	1	10	24	9	4	0	1	0	0	0	0	0	0	54
	16:45	2	0	2	2	4	10	7	6	1	4	0	0	0	0	0	0	0	38
	17:00	0	0	1	1	1	14	15	17	11	1	0	0	0	0	0	0	0	61
	17:15	3	0	0	2	7	8	8	9	5	3	0	0	0	0	0	0	0	45
	17:30	0	0	1	2	2	3	15	9	9	3	0	0	0	0	0	0	0	44
	17:45	0	0	0	0	2	3	4	6	8	1	1	0	0	0	0	0	0	25
	18:00	0	0	1	0	4	3	3	3	6	3	0	0	0	0	0	0	0	23
	18:15	0	2	0	3	4	2	11	10	2	0	0	0	0	0	0	0	0	34
	18:30	0	0	0	0	2	5	7	3	7	1	0	0	0	0	0	0	0	25
	18:45	0	0	0	1	3	10	3	6	2	1	0	0	0	0	0	0	0	26
	19:00	0	0	0	0	0	4	4	6	3	1	0	0	0	0	0	0	0	18
	19:15	0	0	0	0	0	1	10	5	0	0	0	0	0	0	0	0	0	16
	19:30	1	0	0	0	0	1	5	6	10	3	0	0	0	0	0	0	0	26
	19:45	0	0	0	0	1	2	1	2	6	3	0	0	0	0	0	0	0	15
	20:00	0	0	0	0	0	2	2	6	2	1	0	0	0	0	0	0	0	13
	20:15	0	0	0	0	0	1	2	7	4	0	0	0	0	0	0	0	0	14
	20:30	0	0	1	0	1	3	7	0	1	2	1	0	0	0	0	0	0	16
	20:45	1	1	0	0	1	0	1	6	1	0	0	0	0	0	0	0	0	11
	21:00	0	0	0	0	1	0	1	2	3	1	0	0	0	0	0	0	0	8
	21:15	0	0	0	0	4	0	0	4	3	2	0	0	0	0	0	0	0	13
	21:30	0	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	0	7
	21:45	0	0	0	0	1	2	3	1	3	1	0	0	0	0	0	0	0	11
	22:00	0	0	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	6
	22:15	0	0	0	0	1	0	0	2	3	0	0	0	0	0	0	0	0	6
	22:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	22:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4
	23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	23:15	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4
	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

(HDR)	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17		
Date	Time	9.9	14.9	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	79.9	89.9	99.9	Other	Total
Daily Total :		42	33	42	80	186	372	552	487	294	102	17	4	1	1	1	0	3	2217
Percent :		2%	1%	2%	4%	8%	17%	25%	22%	13%	5%	1%	0%	0%	0%	0%	0%	0%	
Average :		0	0	0	1	2	4	6	5	3	1	0	0	0	0	0	0	0	22

Speeds - Average: 37.2	50% : 38.2	67% : 41.9	85% : 46.6	20kph Pace: 30.1 - 50.0 (76.9%)
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(HDR)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17		Total
Date	Time	0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other		Total
05/29/25	00:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Thu	00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:30	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	0	0	5
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	2	0	1	1	1	0	0	0	0	0	0	0	0	5
	04:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	04:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	04:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
	05:00	0	0	0	0	0	0	1	0	1	3	0	0	0	0	0	0	0	0	5
	05:15	0	0	0	1	0	0	1	1	3	3	0	0	0	0	0	0	0	0	9
	05:30	0	0	0	0	0	0	1	1	3	1	0	0	0	1	0	0	0	0	7
	05:45	0	0	0	0	0	1	3	4	4	5	0	0	0	0	0	0	0	0	17
	06:00	0	0	0	0	0	1	2	5	5	7	1	0	0	0	0	0	0	0	21
	06:15	0	0	0	0	0	2	2	6	10	5	1	0	0	0	0	0	0	0	26
	06:30	0	0	0	3	4	3	3	10	15	2	1	1	0	0	0	0	0	1	43
	06:45	0	0	0	0	0	3	8	5	10	12	1	0	0	0	0	0	0	0	39
	07:00	0	1	0	0	0	3	7	6	4	2	2	0	0	0	0	0	0	0	25
	07:15	0	1	0	0	0	1	8	6	8	5	0	1	0	0	0	0	0	1	31
	07:30	0	0	0	0	1	2	6	16	5	7	0	0	0	0	0	0	0	0	37
	07:45	0	1	1	0	3	3	9	17	14	0	2	0	0	0	0	0	0	0	50
	08:00	0	0	0	1	2	5	6	9	5	3	0	1	0	0	0	0	0	0	32
	08:15	0	0	0	2	1	2	3	8	12	2	1	0	0	0	0	0	0	0	31
	08:30	0	0	0	0	3	4	8	10	7	4	0	0	0	0	0	0	0	0	36
	08:45	0	0	0	1	0	8	17	5	5	0	1	0	0	0	0	0	0	0	37
	09:00	1	0	0	0	2	5	8	6	3	1	1	0	0	0	0	0	0	0	27
	09:15	1	0	0	1	5	8	15	7	3	0	0	0	1	0	0	0	0	0	41
	09:30	1	1	0	0	2	4	14	9	4	3	0	0	0	0	0	0	0	0	38
	09:45	0	1	1	0	5	4	14	13	2	0	1	0	0	0	0	0	0	0	41
	10:00	0	0	0	1	0	9	7	7	5	1	0	0	0	0	0	0	0	0	30
	10:15	0	0	1	0	3	7	8	8	7	0	0	0	0	0	1	0	0	0	35
	10:30	1	2	2	5	12	4	9	6	5	2	1	0	0	0	0	0	0	0	49
	10:45	1	0	0	0	6	5	12	6	3	0	0	0	0	1	0	0	0	0	34
	11:00	0	1	0	2	3	12	13	7	1	1	0	0	0	0	0	0	0	0	40
	11:15	1	0	1	1	2	9	14	7	1	0	0	0	0	0	0	0	0	0	36
	11:30	0	0	0	1	3	5	2	9	2	0	0	0	0	0	0	0	0	0	22
	11:45	0	2	1	2	6	17	14	4	0	0	0	0	0	0	0	0	0	0	46
	12:00	0	1	2	2	12	20	15	5	1	1	0	0	0	0	0	0	0	0	59
	12:15	0	1	0	2	2	22	13	5	6	0	0	0	0	0	0	0	0	0	51

(HDR)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17		
Date	Time	0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other	Total	
05/29/25	12:30	0	0	1	3	7	9	12	10	2	0	0	0	0	0	0	0	0	0	44
Thu	12:45	2	1	1	5	12	11	12	5	2	1	0	0	0	0	0	0	0	0	52
	13:00	1	0	3	5	10	6	13	3	0	0	0	1	0	0	0	0	0	0	42
	13:15	0	0	0	5	7	7	9	3	2	0	0	0	0	0	0	0	0	0	33
	13:30	2	1	0	3	2	5	13	11	1	2	0	0	0	0	0	0	0	0	40
	13:45	1	0	1	5	2	14	10	2	3	0	0	0	0	0	0	0	0	0	38
	14:00	0	1	0	3	9	6	4	3	2	0	0	0	0	0	0	0	0	0	28
	14:15	1	2	1	3	3	6	5	3	2	1	0	1	0	0	0	0	0	0	28
	14:30	2	0	0	0	5	7	12	5	5	0	0	0	0	0	0	0	0	0	36
	14:45	0	2	2	2	8	9	4	6	3	0	0	0	0	0	0	0	0	0	36
	15:00	3	0	1	3	3	9	8	4	2	0	0	0	0	0	0	0	0	0	33
	15:15	1	2	0	6	4	13	11	7	1	0	1	0	0	0	0	0	0	0	46
	15:30	3	1	3	2	5	7	11	3	4	0	0	0	0	1	0	0	0	1	41
	15:45	0	0	1	0	4	8	11	7	3	1	0	0	0	0	0	0	0	0	35
	16:00	4	2	3	1	5	13	24	8	1	2	0	0	0	0	0	0	0	0	63
	16:15	2	1	1	3	8	8	10	10	3	0	0	0	0	0	0	0	0	0	46
	16:30	1	1	2	2	6	9	6	8	2	0	0	0	0	0	0	0	0	0	37
	16:45	2	0	1	6	8	10	14	13	2	0	0	0	0	1	0	0	0	0	57
	17:00	0	1	1	0	2	8	7	10	9	1	0	0	1	0	0	0	0	0	40
	17:15	0	1	0	0	2	5	8	15	7	2	0	1	0	0	0	0	0	0	41
	17:30	0	1	0	0	3	9	8	8	7	4	0	0	0	0	0	0	0	0	40
	17:45	0	0	0	0	3	6	7	14	2	0	0	0	0	0	0	0	0	0	32
	18:00	0	0	0	0	4	9	9	17	5	2	0	0	0	0	0	0	0	0	46
	18:15	0	1	1	4	5	1	8	10	7	2	0	0	0	0	0	0	0	0	39
	18:30	1	1	1	2	1	3	9	6	2	4	0	0	0	0	0	0	0	1	31
	18:45	0	0	0	0	2	0	6	3	7	3	0	0	0	0	0	0	0	0	21
	19:00	0	0	0	1	0	1	3	7	7	0	1	0	0	0	0	0	0	0	20
	19:15	0	0	0	0	0	3	2	5	11	2	0	0	0	0	0	0	0	0	23
	19:30	0	0	0	0	2	1	4	9	6	1	2	0	0	0	0	0	0	0	25
	19:45	0	0	0	0	0	1	3	6	8	1	0	0	0	0	0	0	0	0	19
	20:00	0	1	0	0	4	1	7	3	5	0	0	0	0	0	0	0	0	0	21
	20:15	0	0	1	0	1	0	9	7	2	0	0	0	0	0	0	0	0	0	20
	20:30	0	0	0	1	3	4	6	16	3	0	0	0	0	0	0	0	0	0	33
	20:45	0	0	0	0	0	1	4	2	10	3	0	0	0	0	0	0	0	0	20
	21:00	0	0	0	0	2	3	2	1	2	0	0	0	0	0	0	0	0	0	10
	21:15	0	0	0	0	0	4	3	7	2	1	0	0	0	0	0	0	0	0	17
	21:30	0	0	0	0	1	2	2	2	3	1	0	0	0	0	0	0	0	0	11
	21:45	0	0	0	0	0	0	2	8	4	1	0	0	0	0	0	0	0	0	15
	22:00	0	0	0	1	1	1	2	2	2	0	0	0	0	0	0	0	0	0	9
	22:15	0	0	0	0	1	0	2	2	1	0	1	0	0	0	0	0	0	0	7
	22:30	0	0	0	0	0	1	1	3	1	0	1	0	0	0	0	0	0	0	7
	22:45	0	0	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	0	6
	23:00	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4
	23:15	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	3
	23:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
	23:45	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3

(HDR)	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17		
Date	0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other	Total	
Daily Total :	32	32	34	91	224	394	551	496	318	107	21	6	2	4	1	0	4	2317	
Percent :	1%	1%	1%	4%	10%	17%	24%	21%	14%	5%	1%	0%	0%	0%	0%	0%	0%		
Average :	0	0	0	1	2	4	6	5	3	1	0	0	0	0	0	0	0	22	

Speeds - Average: 37.4	50% : 38.2	67% : 42.1	85% : 47.0	20kph Pace: 30.1 - 50.0 (75.9%)
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Lane #2 Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length	Comment
2.	SB		Ax-Ax	150 cm	182 cm	

Lane #2 Basic Speed Classification Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025

Date	Time	(HDR)																	Total
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17	
		0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other	
05/27/25	00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Tue	00:15	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
	00:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
	00:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	01:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	02:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:45	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
	05:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
	05:15	0	0	1	0	0	0	0	0	1	2	2	0	0	0	0	0	0	6
	05:30	0	0	0	0	0	0	0	1	2	0	1	1	0	0	0	0	0	5
	05:45	0	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	0	5
	06:00	0	1	0	0	1	2	0	4	4	3	2	3	0	0	0	0	0	20
	06:15	0	0	0	1	1	1	3	3	7	6	1	0	0	0	0	0	0	23
	06:30	0	0	0	0	1	1	1	4	6	7	2	1	0	1	0	0	0	24
	06:45	0	0	0	0	0	1	1	2	4	4	1	1	0	0	0	0	0	14
	07:00	0	0	0	0	0	0	3	4	7	5	5	0	0	0	0	0	0	24
	07:15	1	0	0	1	1	0	3	13	8	7	1	0	0	0	0	0	0	35
	07:30	0	0	0	1	1	2	6	9	9	2	3	1	0	0	0	0	1	35
	07:45	0	0	0	0	0	1	1	11	6	5	1	0	0	0	0	0	0	25
	08:00	0	0	0	2	0	0	3	6	11	9	3	0	0	0	0	0	0	34
	08:15	0	0	1	0	0	1	3	9	8	4	2	0	0	0	0	0	0	28
	08:30	0	0	0	1	1	1	2	7	9	4	1	0	0	0	0	0	0	26
	08:45	0	1	1	0	1	6	6	16	12	3	0	0	0	0	0	0	1	47
	09:00	0	0	1	0	2	1	11	8	7	5	2	0	0	0	0	0	1	38
	09:15	0	0	1	1	1	4	5	9	2	1	0	0	0	0	0	0	0	24
	09:30	0	0	0	0	3	5	5	8	9	1	0	0	0	0	0	0	0	31
	09:45	0	0	0	0	2	10	5	17	3	1	0	0	0	0	0	0	0	38
	10:00	0	0	0	2	7	5	4	3	4	4	1	0	0	0	0	0	0	30
	10:15	0	0	0	3	4	4	9	12	4	2	0	0	0	0	0	0	0	38
	10:30	1	0	0	2	2	3	8	7	2	0	1	0	0	0	0	0	0	26

(HDR)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17		Total
Date	Time	0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other		Total
05/27/25	10:45	0	0	2	3	3	8	9	5	3	1	1	0	0	0	0	0	0	0	35
Tue	11:00	0	0	0	4	2	8	9	7	3	0	1	0	0	0	0	0	0	0	34
	11:15	1	2	1	0	7	2	7	10	2	0	0	0	0	0	0	0	0	0	32
	11:30	0	0	1	4	3	16	17	4	4	0	0	0	0	0	0	0	1	0	50
	11:45	2	1	0	2	3	7	10	15	4	0	0	0	0	0	0	0	0	0	44
	12:00	0	0	0	3	3	11	14	5	5	1	1	0	0	0	0	0	0	0	43
	12:15	0	0	0	2	1	9	9	14	3	2	0	0	0	0	0	0	0	0	40
	12:30	1	0	0	6	4	7	10	7	6	2	0	0	0	0	0	0	0	0	43
	12:45	2	0	1	0	3	11	13	9	2	0	0	0	0	0	0	0	0	0	41
	13:00	0	0	2	1	3	7	10	5	0	0	0	0	0	0	0	0	0	0	28
	13:15	0	0	1	1	0	5	5	10	2	2	0	0	0	0	0	0	0	0	26
	13:30	0	0	0	2	0	2	14	14	5	1	0	0	0	0	0	0	0	0	38
	13:45	0	1	0	0	1	10	12	7	1	0	1	0	0	0	0	0	0	0	33
	14:00	2	0	0	2	2	5	9	2	4	1	0	0	0	1	0	0	0	0	28
	14:15	1	2	0	1	3	8	10	8	3	1	0	0	0	0	0	0	0	0	37
	14:30	0	1	1	0	3	2	14	8	6	1	0	0	0	0	0	0	0	0	36
	14:45	0	2	2	2	3	6	15	12	8	1	2	0	0	0	0	0	0	0	53
	15:00	1	1	0	3	11	9	10	12	4	2	0	0	0	0	0	0	0	0	53
	15:15	0	1	0	1	8	10	9	14	3	3	0	0	0	0	0	0	1	0	50
	15:30	0	1	0	0	5	8	7	9	6	1	0	0	0	0	0	0	0	0	37
	15:45	0	0	1	0	5	5	15	15	7	2	2	0	0	1	0	0	0	0	53
	16:00	0	0	2	3	5	5	17	12	4	3	0	1	0	0	0	0	0	0	52
	16:15	0	0	0	1	3	3	10	14	9	2	1	0	0	0	0	0	0	0	43
	16:30	1	1	0	0	1	3	21	18	10	3	0	0	0	0	0	0	0	0	58
	16:45	0	0	1	1	1	7	19	15	18	5	0	0	0	0	0	1	0	0	68
	17:00	1	1	0	2	7	5	8	17	8	5	0	0	0	0	0	0	0	0	54
	17:15	0	0	1	2	0	4	9	7	13	5	1	0	0	0	0	1	1	0	44
	17:30	0	1	0	1	2	6	4	13	15	3	0	1	0	0	0	0	0	0	46
	17:45	0	1	0	3	1	6	11	14	10	4	1	0	0	0	0	0	0	0	51
	18:00	0	0	1	0	3	4	6	7	7	5	1	0	0	0	0	0	0	0	34
	18:15	0	0	0	0	2	2	5	7	12	7	3	0	0	0	0	0	0	0	38
	18:30	0	0	0	4	2	4	3	6	13	6	0	0	0	0	0	0	0	0	38
	18:45	0	0	1	0	2	5	1	5	4	9	1	0	0	0	0	0	0	0	28
	19:00	0	0	0	0	2	3	5	8	6	1	1	0	0	0	0	0	0	0	26
	19:15	0	0	0	1	1	0	5	10	10	2	3	0	0	0	0	0	0	0	32
	19:30	0	0	0	0	1	0	4	2	11	3	2	0	0	0	0	0	0	0	23
	19:45	0	0	0	0	1	0	1	9	2	4	1	0	0	0	0	0	0	0	18
	20:00	0	0	1	0	0	0	4	7	5	2	0	0	0	0	0	0	0	0	19
	20:15	0	0	0	0	0	0	1	7	3	3	0	0	0	0	0	0	0	0	14
	20:30	0	0	0	0	0	0	1	4	4	3	0	0	0	0	1	0	0	0	13
	20:45	0	0	0	0	1	2	4	3	1	3	0	0	0	0	0	0	0	0	14
	21:00	0	0	0	0	0	4	4	8	9	2	0	0	0	0	0	0	0	0	27
	21:15	0	0	0	0	0	2	0	3	2	2	0	0	0	0	0	0	0	0	9
	21:30	0	1	0	0	1	0	2	2	1	2	1	0	0	0	0	0	0	0	10
	21:45	0	0	0	0	2	2	1	3	4	0	1	0	0	0	0	0	0	0	13
	22:00	0	0	0	0	1	0	3	7	3	2	0	0	0	0	0	0	0	0	16
	22:15	0	0	0	0	0	1	3	1	0	1	0	0	0	0	0	0	0	0	6
	22:30	0	0	0	0	0	0	2	1	2	3	1	0	0	0	0	0	0	0	9
	22:45	0	0	0	0	0	0	2	2	5	1	1	0	0	0	0	0	0	0	11
	23:00	0	0	0	0	0	1	2	4	2	3	0	0	0	0	0	0	0	0	12

(HDR)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17	
		0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other	Total
05/27/25	23:15	0	0	0	0	1	1	0	0	4	0	0	0	0	0	0	0	0	6
Tue	23:30	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5
	23:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Daily Total :		14	19	24	69	141	275	469	569	412	194	60	10	1	3	1	2	6	2269
Percent :		1%	1%	1%	3%	6%	12%	21%	25%	18%	9%	3%	0%	0%	0%	0%	0%	0%	
Average :		0	0	0	1	1	3	5	6	4	2	1	0	0	0	0	0	0	22

Speeds - Average: 40.2	50% : 41.3	67% : 44.5	85% : 49.2	20kph Pace: 30.1 - 50.0 (76.0%)
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(HDR)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17		Total
Date	Time	0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other		
05/28/25	00:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Wed	00:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	00:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
	00:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	01:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	01:30	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	01:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	02:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
	03:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:30	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
	04:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	05:00	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
	05:15	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	4
	05:30	0	0	0	1	0	0	1	1	3	4	1	0	0	0	0	0	0	0	11
	05:45	0	0	0	0	0	0	0	3	2	1	3	1	0	0	0	0	0	0	10
	06:00	0	0	0	1	0	0	1	2	6	6	3	2	1	0	0	0	0	0	22
	06:15	0	0	0	1	0	1	2	3	6	2	5	0	0	0	2	0	0	0	22
	06:30	0	0	0	0	0	2	0	0	9	4	5	4	0	0	0	0	0	0	24
	06:45	0	0	0	0	0	3	1	3	7	5	2	0	0	0	0	0	0	0	21
	07:00	0	0	0	0	0	0	1	2	3	10	1	1	0	0	0	0	0	0	18
	07:15	0	2	0	1	2	0	2	9	6	4	2	0	0	0	0	0	0	0	28
	07:30	0	0	0	0	1	1	7	9	7	8	3	0	0	0	0	0	0	0	36
	07:45	0	0	0	1	1	0	2	9	9	7	0	0	0	0	0	0	0	0	29
	08:00	0	0	0	0	0	0	3	9	15	5	1	1	0	0	0	0	0	0	34
	08:15	0	0	0	2	0	1	3	10	6	7	1	1	0	0	0	0	0	0	31
	08:30	0	0	1	0	1	2	5	11	10	4	1	1	0	0	0	0	0	0	36
	08:45	0	0	0	0	4	4	13	19	7	0	0	0	0	0	0	0	0	0	47
	09:00	0	0	0	1	4	13	8	12	4	0	0	0	0	0	0	0	0	0	42
	09:15	0	0	0	3	2	6	9	10	2	3	1	0	0	0	0	0	0	0	36
	09:30	0	0	0	0	3	9	13	10	2	3	0	0	0	0	0	0	0	0	40
	09:45	0	1	1	3	4	3	4	10	7	2	1	0	0	0	0	0	0	0	36
	10:00	0	0	0	1	2	6	5	9	9	0	0	0	0	0	0	0	0	0	32
	10:15	0	0	0	0	6	9	9	6	3	1	0	0	0	0	0	0	0	1	35
	10:30	0	0	1	2	6	9	9	4	3	0	0	0	0	0	0	0	0	0	34
	10:45	0	0	1	1	5	6	7	6	1	2	0	0	0	0	0	0	0	0	29
	11:00	0	0	1	1	5	13	8	9	2	0	0	0	0	0	1	0	0	0	40
	11:15	0	0	0	2	1	9	8	13	6	1	0	0	0	0	0	0	1	0	41
	11:30	0	0	11	2	11	10	7	6	1	1	0	0	0	0	1	0	0	0	50
	11:45	0	0	0	3	5	13	10	8	6	0	0	0	0	0	0	0	0	0	45
	12:00	1	0	0	1	2	7	14	6	3	1	0	0	0	0	0	0	0	0	35
	12:15	0	0	0	1	4	12	18	7	4	2	0	0	0	0	0	0	0	0	48

(HDR)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17	
Date	Time	0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other	Total
05/28/25	12:30	1	1	0	2	3	5	5	9	6	0	0	0	0	0	0	0	0	32
Wed	12:45	2	1	0	4	1	5	11	3	7	0	0	0	0	0	0	0	0	34
	13:00	0	1	0	0	4	3	6	10	2	0	0	0	0	0	0	0	0	26
	13:15	0	0	1	1	4	7	6	6	6	2	0	0	0	0	0	0	0	33
	13:30	0	0	1	4	4	5	9	11	1	1	0	0	0	0	0	0	0	36
	13:45	0	0	0	4	5	3	8	6	8	3	0	0	0	0	0	0	0	37
	14:00	0	1	1	2	3	5	12	7	7	0	0	0	0	0	0	0	0	38
	14:15	0	1	2	1	6	6	8	10	8	7	0	0	0	0	0	0	0	49
	14:30	0	0	1	1	3	9	11	11	4	1	0	0	0	0	0	0	0	41
	14:45	0	0	0	0	3	2	11	14	3	1	0	2	0	0	0	0	0	36
	15:00	1	1	2	3	6	12	17	9	2	0	0	0	0	0	0	0	0	53
	15:15	0	0	1	2	6	10	10	9	4	1	0	0	0	0	0	0	0	43
	15:30	0	1	0	2	3	12	13	20	7	1	0	0	0	0	0	0	0	59
	15:45	0	1	3	4	4	9	9	14	13	4	0	0	0	0	0	0	0	61
	16:00	0	0	0	0	2	4	9	12	16	1	0	0	0	0	0	0	0	44
	16:15	0	0	0	0	3	2	9	26	11	4	1	1	0	0	0	0	0	57
	16:30	0	0	0	1	4	7	14	12	9	4	1	0	0	0	0	0	0	52
	16:45	0	0	0	4	2	8	13	16	7	1	1	0	0	0	0	0	0	52
	17:00	0	0	0	4	2	5	15	11	14	5	0	0	0	0	0	0	1	57
	17:15	0	0	1	0	0	3	12	20	13	6	2	0	0	0	0	0	0	57
	17:30	0	1	0	0	1	2	7	9	12	9	2	0	0	0	0	0	0	43
	17:45	1	0	0	1	1	4	8	10	7	4	2	0	0	1	0	0	0	39
	18:00	1	0	0	2	3	2	4	8	10	1	1	0	0	0	0	0	0	32
	18:15	0	0	0	0	2	0	4	8	5	6	1	0	0	0	0	0	0	26
	18:30	1	0	0	0	2	4	8	11	4	1	2	0	0	0	0	0	0	33
	18:45	0	0	0	1	4	3	5	9	7	2	0	1	0	0	0	0	0	32
	19:00	0	0	0	0	3	3	4	10	3	1	2	0	0	0	0	0	0	26
	19:15	0	0	0	0	1	3	4	2	3	2	1	1	0	0	0	0	0	17
	19:30	0	0	0	0	2	2	1	2	6	6	0	0	0	0	0	0	0	19
	19:45	0	0	0	0	1	0	4	4	2	1	1	0	0	0	0	0	0	13
	20:00	0	0	0	0	0	0	2	0	5	2	0	0	0	0	0	0	0	9
	20:15	0	0	0	0	0	0	7	2	1	0	0	0	0	0	0	0	0	10
	20:30	0	0	0	0	1	2	1	4	9	3	0	0	0	0	0	0	0	20
	20:45	0	0	0	0	0	1	4	4	1	3	1	0	0	0	0	0	0	14
	21:00	0	0	0	0	1	0	2	5	5	2	1	0	0	0	0	0	0	16
	21:15	0	0	0	0	0	3	1	4	2	2	0	0	0	1	0	0	0	13
	21:30	0	0	0	0	0	1	1	2	4	1	0	0	0	0	0	0	0	9
	21:45	0	1	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	7
	22:00	0	0	0	0	0	0	0	1	5	4	1	0	0	0	0	0	0	11
	22:15	0	0	0	0	0	0	1	3	3	2	2	0	0	1	0	0	0	12
	22:30	0	0	0	0	0	1	0	0	3	1	0	1	0	0	0	0	0	6
	22:45	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	23:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
	23:15	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	5
	23:30	0	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5
	23:45	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2

(HDR)	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17		
Date	0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other	Total	
Daily Total :	8	13	29	71	161	293	451	552	406	193	55	18	2	3	4	0	3	2262	
Percent :	0%	1%	1%	3%	7%	13%	20%	24%	18%	9%	2%	1%	0%	0%	0%	0%	0%		
Average :	0	0	0	1	2	3	5	6	4	2	1	0	0	0	0	0	0	23	

Speeds - Average: 40.2	50% : 41.1	67% : 44.5	85% : 49.3	20kph Pace: 30.1 - 50.0 (75.2%)
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(HDR)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17		Total
Date	Time	0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other		Total
05/29/25	00:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Thu	00:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	00:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	00:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	01:15	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
	01:30	0	0	0	0	0	0	1	0	0	2	1	0	0	0	0	0	0	0	4
	01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	03:30	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
	03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	04:30	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	05:00	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4
	05:15	0	0	0	0	0	0	0	1	1	2	1	0	0	0	0	0	0	0	5
	05:30	0	0	0	0	1	0	0	1	2	3	1	0	0	0	0	0	0	0	8
	05:45	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	5
	06:00	0	0	0	0	0	0	3	2	5	5	1	2	0	0	0	0	0	0	18
	06:15	0	0	0	0	1	0	2	5	4	3	4	4	1	0	0	0	0	0	24
	06:30	0	0	0	0	0	0	2	2	7	1	2	3	0	0	0	0	0	0	17
	06:45	0	0	0	1	0	2	1	4	8	4	1	0	0	0	0	0	0	0	21
	07:00	0	0	0	0	0	0	1	1	7	8	2	0	0	0	0	0	0	0	19
	07:15	0	0	3	0	1	2	8	9	10	4	2	1	0	0	0	0	0	0	40
	07:30	0	0	0	1	0	1	3	6	7	9	1	0	0	0	0	0	0	0	28
	07:45	0	0	0	0	0	0	5	10	13	4	2	0	0	0	0	0	0	1	35
	08:00	0	0	1	3	1	1	2	5	13	4	2	0	0	0	0	0	0	0	32
	08:15	0	0	1	0	2	0	3	6	5	6	3	1	0	0	0	0	0	0	27
	08:30	0	0	0	0	0	2	5	15	7	3	2	0	0	0	1	0	0	0	35
	08:45	0	0	0	1	1	5	8	8	8	2	1	1	0	0	0	0	0	0	35
	09:00	0	0	0	0	0	7	8	13	5	5	0	0	0	0	0	0	0	0	38
	09:15	0	0	0	1	1	6	6	9	5	2	0	0	0	0	0	0	0	0	30
	09:30	0	0	1	0	0	3	4	2	8	6	0	0	0	0	0	0	0	0	24
	09:45	0	0	0	1	1	4	5	16	5	1	1	0	0	0	0	0	0	0	34
	10:00	0	0	1	2	2	1	6	13	5	5	0	0	1	0	0	0	0	0	36
	10:15	0	0	0	1	2	2	9	8	7	2	2	0	0	0	0	0	0	0	33
	10:30	1	0	0	0	5	8	6	12	3	1	0	0	0	0	0	0	0	0	36
	10:45	0	0	0	1	2	2	8	11	6	2	1	0	0	0	0	0	1	0	34
	11:00	1	0	0	1	1	4	12	9	9	3	0	0	0	0	0	0	0	1	41
	11:15	0	0	0	0	5	4	5	5	5	1	0	0	0	0	0	0	0	0	25
	11:30	0	0	0	1	2	9	12	9	9	4	0	0	0	0	0	0	0	0	46
	11:45	0	0	0	1	2	8	10	2	5	0	1	0	0	0	0	0	0	0	29
	12:00	0	1	0	3	6	10	14	5	2	1	0	0	0	0	0	0	0	0	42
	12:15	1	1	0	1	7	17	12	5	6	1	0	0	0	0	0	0	0	0	51

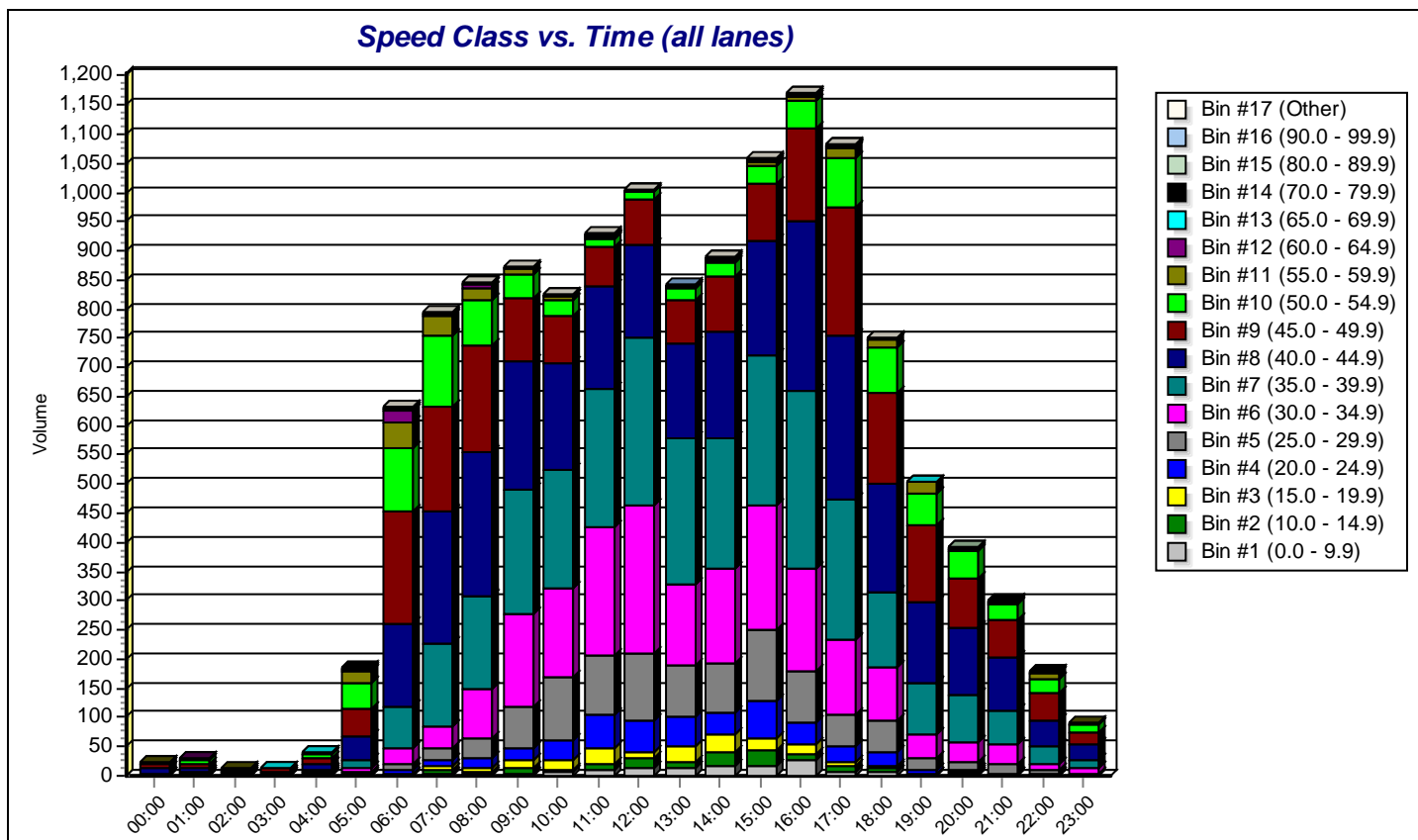
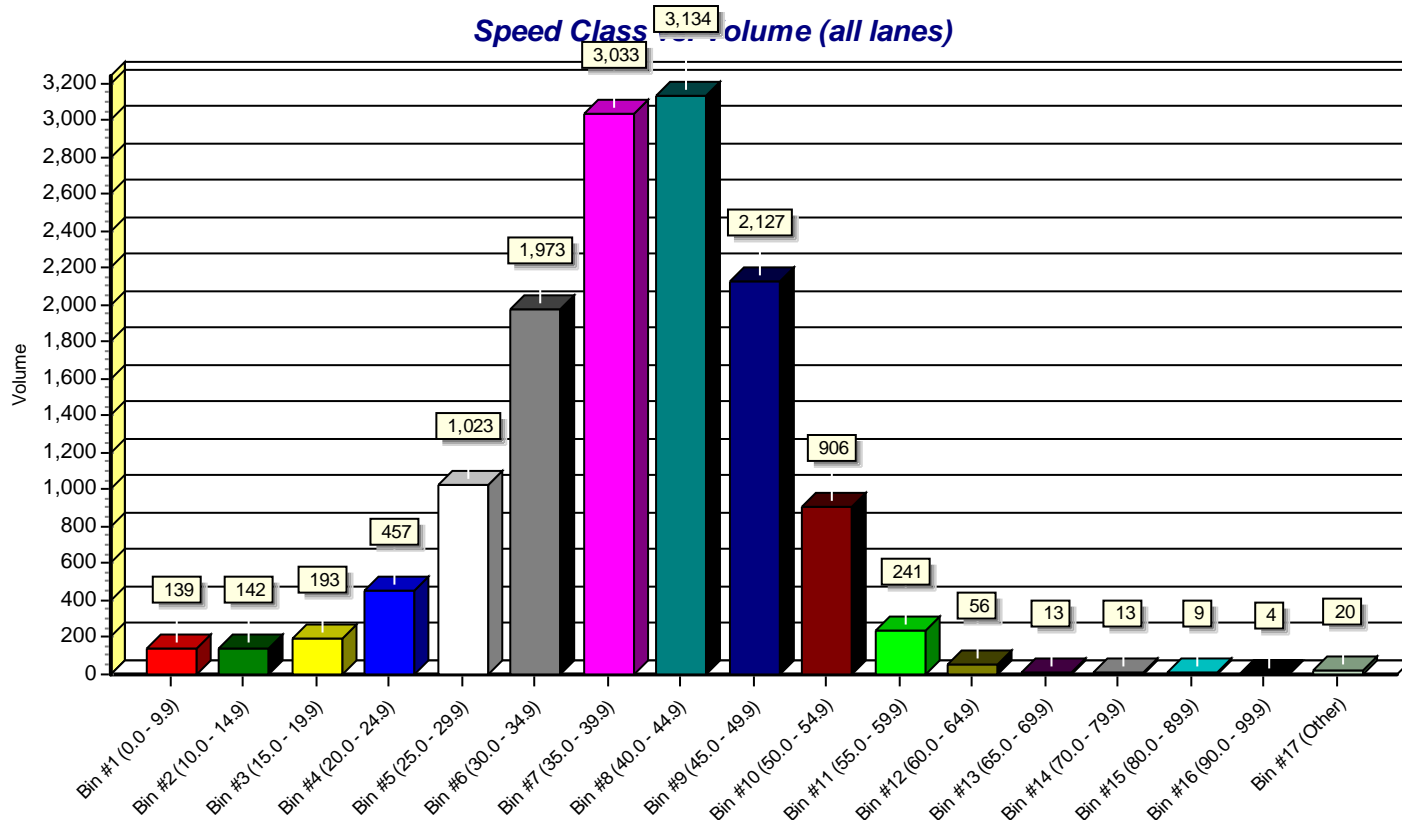
(HDR)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17	
Date	Time	0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other	Total
05/29/25	12:30	1	0	1	2	1	4	14	9	2	0	0	0	0	1	0	0	0	35
Thu	12:45	0	1	0	1	6	16	15	2	3	0	0	0	0	0	0	0	0	44
	13:00	0	0	3	4	3	7	22	5	1	2	0	0	0	0	0	0	0	47
	13:15	0	1	1	4	4	3	10	10	5	2	0	1	0	0	0	0	0	41
	13:30	0	0	1	0	3	3	6	8	7	2	0	0	0	0	0	0	0	30
	13:45	0	0	1	1	6	6	8	5	8	0	1	0	0	0	0	0	0	36
	14:00	1	0	0	2	0	2	5	5	5	3	0	0	0	0	0	0	0	23
	14:15	0	0	1	0	3	7	12	7	5	1	0	0	0	0	0	0	0	36
	14:30	1	0	0	3	2	11	6	10	3	3	1	0	0	0	0	0	0	40
	14:45	1	0	1	1	2	10	13	6	7	1	0	0	0	0	0	0	0	42
	15:00	0	0	0	3	2	2	5	7	4	3	0	0	0	0	0	0	0	26
	15:15	0	0	0	0	0	5	9	16	6	1	2	0	0	0	0	0	0	39
	15:30	1	1	2	3	8	9	12	8	6	1	1	0	0	0	0	0	0	52
	15:45	0	0	0	2	2	13	17	9	5	0	0	0	0	0	0	0	1	49
	16:00	0	1	0	4	3	4	7	13	10	4	0	0	0	0	0	0	0	46
	16:15	0	0	0	1	2	3	9	8	12	1	0	0	0	0	0	0	0	36
	16:30	0	0	1	0	2	7	12	17	14	3	1	0	0	0	0	0	0	57
	16:45	0	0	0	2	2	4	12	14	6	1	1	0	0	0	0	0	1	43
	17:00	0	0	1	2	4	2	9	11	15	4	1	0	1	0	0	0	0	50
	17:15	0	1	1	0	4	3	14	11	5	2	1	0	0	0	0	0	0	42
	17:30	0	1	0	0	2	2	11	15	19	8	4	0	0	0	0	0	0	62
	17:45	0	0	0	2	3	8	11	13	11	2	0	0	0	0	0	0	0	50
	18:00	0	0	0	0	0	1	7	12	18	8	1	1	0	0	0	0	0	48
	18:15	0	0	0	2	1	4	4	4	7	3	0	0	0	0	0	0	0	25
	18:30	1	0	0	0	2	2	5	8	7	2	3	0	0	0	0	0	0	30
	18:45	0	0	0	0	2	3	2	9	6	6	1	0	0	0	0	0	0	29
	19:00	1	0	0	1	1	2	5	4	4	2	1	0	0	0	0	0	0	21
	19:15	0	1	0	1	1	2	2	1	6	8	2	0	0	0	0	0	0	24
	19:30	0	0	0	1	0	2	1	5	5	6	2	0	1	0	0	0	0	23
	19:45	0	0	0	0	0	1	3	8	7	0	0	0	0	0	0	0	0	19
	20:00	0	0	1	0	0	2	1	8	4	4	0	0	0	0	0	0	0	20
	20:15	0	0	0	0	1	0	3	3	3	1	1	0	1	0	0	0	0	13
	20:30	0	0	0	0	0	1	3	4	7	5	0	0	0	0	0	0	0	20
	20:45	0	0	0	0	0	2	0	3	4	5	1	0	0	0	0	0	0	15
	21:00	0	0	0	0	0	0	3	7	5	3	0	0	0	0	0	0	0	18
	21:15	0	0	0	0	0	3	3	4	2	1	0	0	0	0	0	0	0	13
	21:30	0	0	0	0	0	0	7	5	3	0	0	0	0	0	0	0	0	15
	21:45	0	0	0	0	0	1	2	2	2	1	0	0	0	0	0	0	0	8
	22:00	0	0	0	0	0	1	3	2	3	1	0	0	0	0	0	0	0	10
	22:15	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	0	5
	22:30	0	0	0	0	0	0	1	2	3	2	1	0	0	0	0	0	0	9
	22:45	0	0	0	0	1	0	0	1	5	3	2	0	0	0	0	0	0	12
	23:00	0	0	0	0	0	3	5	2	2	2	0	0	0	0	0	0	0	14
	23:15	0	0	0	0	1	1	0	6	1	0	0	0	0	0	0	0	0	9
	23:30	0	0	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	5
	23:45	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	3

(HDR)	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17		
	0.0 -	10.0 -	15.0 -	20.0 -	25.0 -	30.0 -	35.0 -	40.0 -	45.0 -	50.0 -	55.0 -	60.0 -	65.0 -	70.0 -	80.0 -	90.0 -			
Date	Time	9.9	14.9	19.9	24.9	29.9	34.9	39.9	44.9	49.9	54.9	59.9	64.9	69.9	79.9	89.9	99.9	Other	Total
Daily Total :		10	9	22	61	119	262	468	512	449	204	63	14	5	1	1	1	4	2205
Percent :		0%	0%	1%	3%	5%	12%	21%	23%	20%	9%	3%	1%	0%	0%	0%	0%	0%	
Average :		0	0	0	1	1	3	5	5	5	2	1	0	0	0	0	0	0	24

Speeds - Average: 40.8	50% : 41.6	67% : 45.3	85% : 49.6	20kph Pace: 30.1 - 50.0 (76.7%)
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Basic Speed Class Summary: HDR25101

(HDR)		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17		
		0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other	Total	
TOTAL COUNT :	#1.	107	101	118	256	602	1143	1645	1501	860	315	63	14	5	6	3	1	7	6747	
	#2.	32	41	75	201	421	830	1388	1633	1267	591	178	42	8	7	6	3	13	6736	
		<u>139</u>	<u>142</u>	<u>193</u>	<u>457</u>	<u>1023</u>	<u>1973</u>	<u>3033</u>	<u>3134</u>	<u>2127</u>	<u>906</u>	<u>241</u>	<u>56</u>	<u>13</u>	<u>13</u>	<u>9</u>	<u>4</u>	<u>20</u>	<u>13483</u>	
Percents :	#1.	2%	1%	2%	4%	9%	17%	24%	22%	13%	5%	1%	0%	0%	0%	0%	0%	0%	50%	
	#2.	0%	1%	1%	3%	6%	12%	21%	24%	19%	9%	3%	1%	0%	0%	0%	0%	0%	50%	
		<u>1%</u>	<u>1%</u>	<u>1%</u>	<u>3%</u>	<u>8%</u>	<u>15%</u>	<u>22%</u>	<u>23%</u>	<u>16%</u>	<u>7%</u>	<u>2%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	<u>0%</u>	
Average :	#1.	0	0	0	1	2	4	6	5	3	1	0	0	0	0	0	0	0	22	
	#2.	0	0	0	1	1	3	5	6	4	2	1	0	0	0	0	0	0	23	
		<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>3</u>	<u>7</u>	<u>11</u>	<u>11</u>	<u>7</u>	<u>3</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>45</u>	
Days & ADT :	#1.	3.0	2249																	
	#2.	3.0	2245																	
		<u>3.0</u>	<u>4494</u>																	
Avg,50,67,85%:	#1.	37.3	38.3	41.9	46.7	30.1	- 50.0	76%												
Pace (pace %)	#2.	40.4	41.3	44.7	49.4	30.1	- 50.0	76%												
		<u>38.8</u>	<u>39.7</u>	<u>43.4</u>	<u>48.3</u>	<u>30.1</u>	<u>- 50.0</u>	<u>76%</u>												



Classification Summary Report: HDR25101

Station ID : HDR25101
 Info Line 1 : Nauvoo Road &
 Info Line 2 : Ontario Street
 GPS Lat/Lon :
 DB File : HDR25101.DB

Last Connected Device Type : Unic-L
 Version Number : 1.41
 Serial Number : 84557
 Number of Lanes : 2
 Posted Speed Limit : 40.0 kph

Lane Configuration

#	Dir.	Information	Vehicle Sensors	Sensor Spacing	Loop Length
1.	NB		Axle-Axle	150 cm	
2.	SB		Axle-Axle	150 cm	

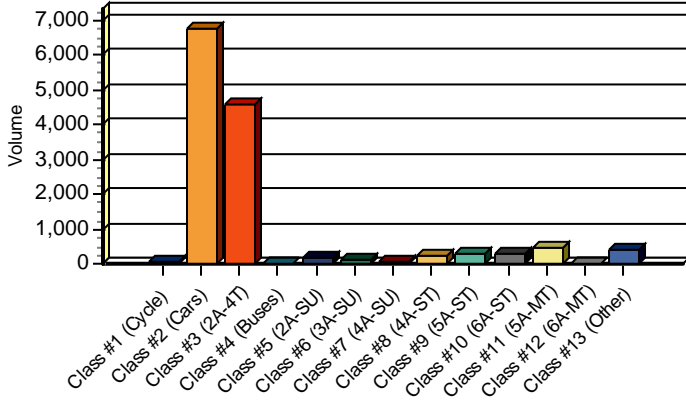
Axle Class Summary:

		(DEFAULTC)													
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Description	Lane	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	Other	
Total Count :	#1.	36	3389	2225	7	99	70	33	99	148	150	249	18	224	6747
	#2.	48	3366	2338	9	90	67	35	108	118	152	214	9	182	6736
		84	6755	4563	16	189	137	68	207	266	302	463	27	406	13483
Percents :	#1.	1%	50%	33%	0%	1%	1%	0%	1%	2%	2%	4%	0%	3%	50%
	#2.	1%	50%	35%	0%	1%	1%	1%	2%	2%	2%	3%	0%	3%	50%
		1%	50%	34%	0%	1%	1%	1%	2%	2%	2%	3%	0%	3%	

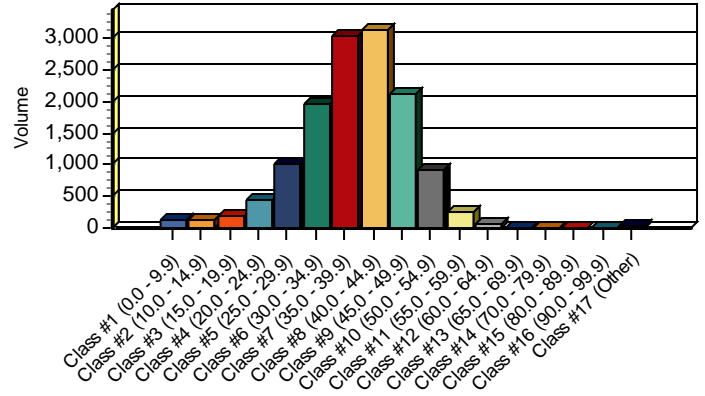
Speed Class Summary:

		(HDR)																	
		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	#14	#15	#16	#17	Total
		0.0 - 9.9	10.0 - 14.9	15.0 - 19.9	20.0 - 24.9	25.0 - 29.9	30.0 - 34.9	35.0 - 39.9	40.0 - 44.9	45.0 - 49.9	50.0 - 54.9	55.0 - 59.9	60.0 - 64.9	65.0 - 69.9	70.0 - 79.9	80.0 - 89.9	90.0 - 99.9	Other	
Total Count :	#1.	107	101	118	256	602	1143	1645	1501	860	315	63	14	5	6	3	1	7	6747
	#2.	32	41	75	201	421	830	1388	1633	1267	591	178	42	8	7	6	3	13	6736
		139	142	193	457	1023	1973	3033	3134	2127	906	241	56	13	13	9	4	20	13483
Percents :	#1.	2%	1%	2%	4%	9%	17%	24%	22%	13%	5%	1%	0%	0%	0%	0%	0%	0%	50%
	#2.	0%	1%	1%	3%	6%	12%	21%	24%	19%	9%	3%	1%	0%	0%	0%	0%	0%	50%
		1%	1%	1%	3%	8%	15%	22%	23%	16%	7%	2%	0%	0%	0%	0%	0%	0%	
Avg, 50, 67, 85 :	#1.	37.3	38.3	41.9	46.7	Pace (pace %) :					30.1 - 50.0	76.3%	Days & ADT : #1.					3.0	2249
	#2.	40.4	41.3	44.7	49.4						30.1 - 50.0	76.0%	#2.					3.0	2245
		38.8	39.7	43.4	48.3						30.1 - 50.0	76.1%						3.0	4494

Axle Class vs. Volume (all lanes)



Speed Class vs. Volume (all lanes)



Basic Volume Report: HDR25101

Station ID : HDR25101

Info Line 1 : Nauvoo Road &
Info Line 2 : Ontario Street

GPS Lat/Lon :

DB File : HDR25101.DB

Last Connected Device Type : Unic-L

Version Number : 1.41

Serial Number : 84557

Number of Lanes : 2

Posted Speed Limit : 40.0 kph

Lane #1 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	NB	Normal	Veh.	No	

Lane #1 Basic Volume Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
052725	T	1	6	2	3	10	40	128	152	144	163	122	166	156	134	150	154	183	161	114	82	63	50	24	5	2213
052825	W	1	6	1	2	12	38	126	147	154	151	159	143	155	144	153	175	177	175	108	75	54	39	17	5	2217
052925	T	1	5	2	3	11	38	129	143	136	147	148	144	206	153	128	155	203	153	137	87	94	53	29	12	2317
Month Total :		3	17	5	8	33	116	383	442	434	461	429	453	517	431	431	484	563	489	359	244	211	142	70	22	6747
Percent :		0%	0%	0%	0%	0%	2%	6%	7%	6%	7%	6%	7%	8%	6%	6%	7%	8%	7%	5%	4%	3%	2%	1%	0%	
ADT :		1	6	2	3	11	39	128	147	145	154	143	151	172	144	144	161	188	163	120	81	70	47	23	7	2250

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total	Percent
DW Totals :	0	0	2213	2217	2317	0	0	Weekday (Mon-Fri) :	6747 100%
# Days :	0.0	0.0	1.0	1.0	1.0	0.0	0.0	ADT :	2249
ADT :	0	0	2213	2217	2317	0	0	Weekend (Sat-Sun) :	0 0%
Percent :	0%	0%	33%	33%	34%	0%	0%	ADT :	0

Lane #2 Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
2.	SB	Normal	Veh.	No	

Lane #2 Basic Volume Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025

Date	DW	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
052725	T	8	3	2	2	3	19	81	119	135	131	129	160	167	125	154	193	221	195	138	99	60	59	42	24	2269
052825	W	6	5	4	3	4	28	89	111	148	154	130	176	149	132	164	216	205	196	123	75	53	45	31	15	2262
052925	T	7	6	2	2	2	22	80	122	129	126	139	141	172	154	141	166	182	204	132	87	68	54	36	31	2205
Month Total :		21	14	8	7	9	69	250	352	412	411	398	477	488	411	459	575	608	595	393	261	181	158	109	70	6736
Percent :		0%	0%	0%	0%	0%	1%	4%	5%	6%	6%	6%	7%	7%	6%	7%	9%	9%	9%	6%	4%	3%	2%	2%	1%	
ADT :		7	5	3	2	3	23	83	117	137	137	133	159	163	137	153	192	203	198	131	87	60	53	36	23	2245

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total	Percent
DW Totals :	0	0	2269	2262	2205	0	0	Weekday (Mon-Fri) :	6736 100%
# Days :	0.0	0.0	1.0	1.0	1.0	0.0	0.0	ADT :	2245
ADT :	0	0	2269	2262	2205	0	0	Weekend (Sat-Sun) :	0 0%
Percent :	0%	0%	34%	34%	33%	0%	0%	ADT :	0

Basic Volume Summary: HDR25101

Grand Total For Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025

Total Count	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	3	17	5	8	33	116	383	442	434	461	429	453	517	431	431	484	563	489	359	244	211	142	70	22	6747
Lane #2	21	14	8	7	9	69	250	352	412	411	398	477	488	411	459	575	608	595	393	261	181	158	109	70	6736
TOTAL	24	31	13	15	42	185	633	794	846	872	827	930	1005	842	890	1059	1171	1084	752	505	392	300	179	92	13483

Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
Lane #1	0%	0%	0%	0%	0%	2%	6%	7%	6%	7%	6%	7%	8%	6%	6%	7%	8%	7%	5%	4%	3%	2%	1%	0%	
Lane #2	0%	0%	0%	0%	0%	1%	4%	5%	6%	6%	6%	7%	7%	6%	7%	9%	9%	9%	6%	4%	3%	2%	2%	1%	
TOTAL	0%	0%	0%	0%	0%	1%	5%	6%	6%	6%	6%	7%	7%	6%	7%	8%	9%	8%	6%	4%	3%	2%	1%	1%	

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	1	6	2	3	11	39	128	147	145	154	143	151	172	144	144	161	188	163	120	81	70	47	23	7	2250
Lane #2	7	5	3	2	3	23	83	117	137	137	133	159	163	137	153	192	203	198	131	87	60	53	36	23	2245
TOTAL	8	11	5	5	14	62	211	264	282	291	276	310	335	281	297	353	391	361	251	168	130	100	59	30	4495

LANE #1

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	2213	2217	2317	0	0	Weekday (Mon-Fri) :	6747	100%
# Days :	0.0	0.0	1.0	1.0	1.0	0.0	0.0	ADT :	2249	
ADT :	0	0	2213	2217	2317	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	33%	33%	34%	0%	0%	ADT :	0	

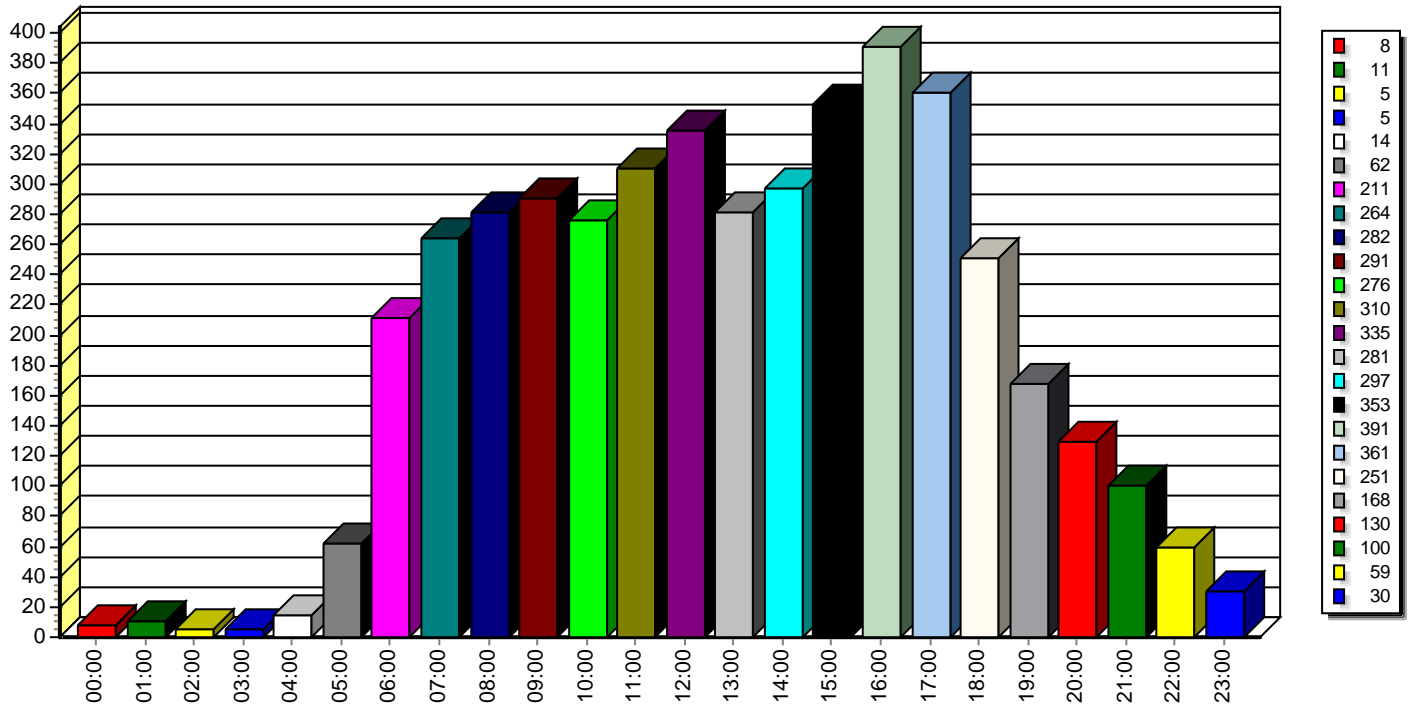
LANE #2

	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	2269	2262	2205	0	0	Weekday (Mon-Fri) :	6736	100%
# Days :	0.0	0.0	1.0	1.0	1.0	0.0	0.0	ADT :	2245	
ADT :	0	0	2269	2262	2205	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	34%	34%	33%	0%	0%	ADT :	0	

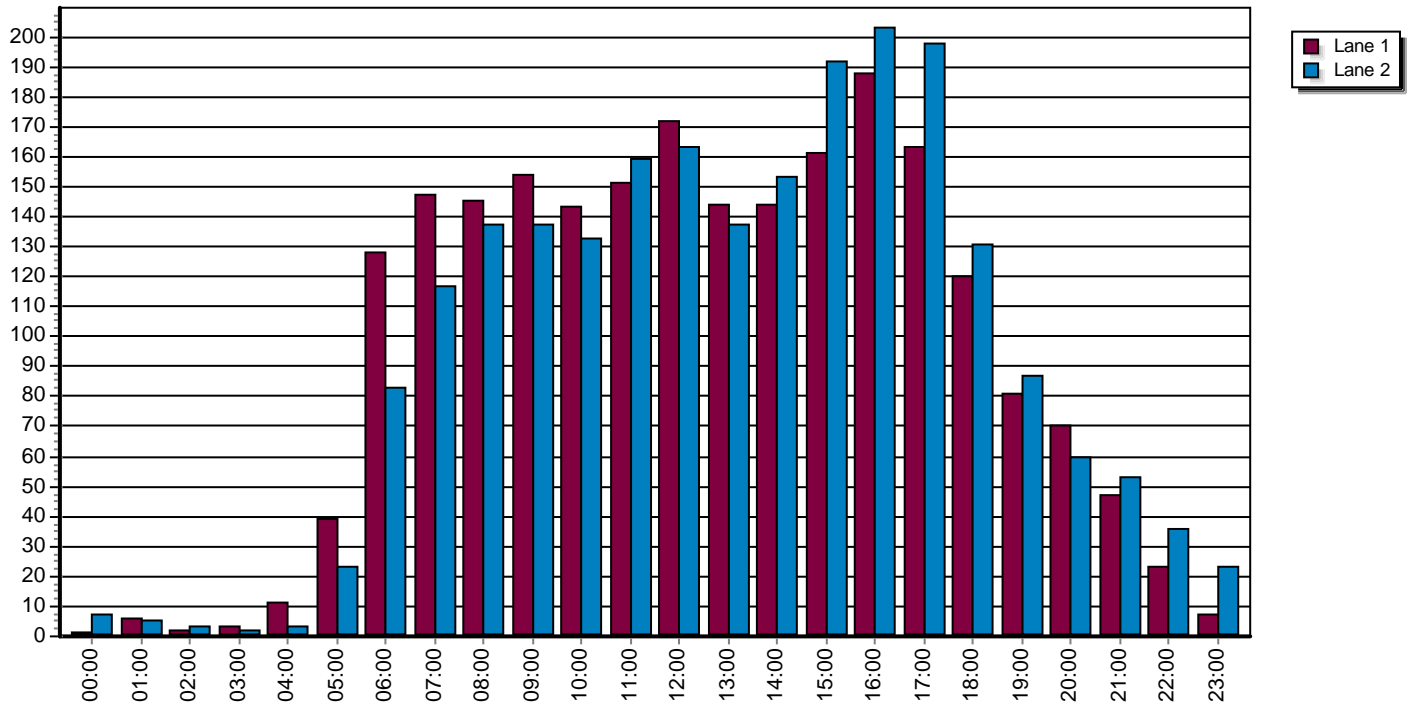
ALL LANES

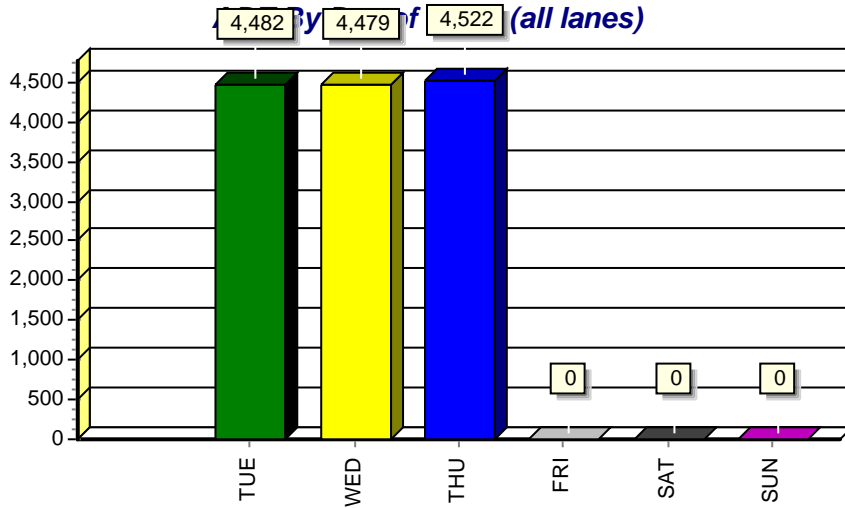
	Sun	Mon	Tue	Wed	Thu	Fri	Sat		Total	Percent
DW Totals :	0	0	4482	4479	4522	0	0	Weekday (Mon-Fri) :	13483	100%
# Days :	0.0	0.0	1.0	1.0	1.0	0.0	0.0	ADT :	4494	
ADT :	0	0	4482	4479	4522	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	33%	33%	34%	0%	0%	ADT :	0	

ADT Volume vs. Time (all lanes combined)



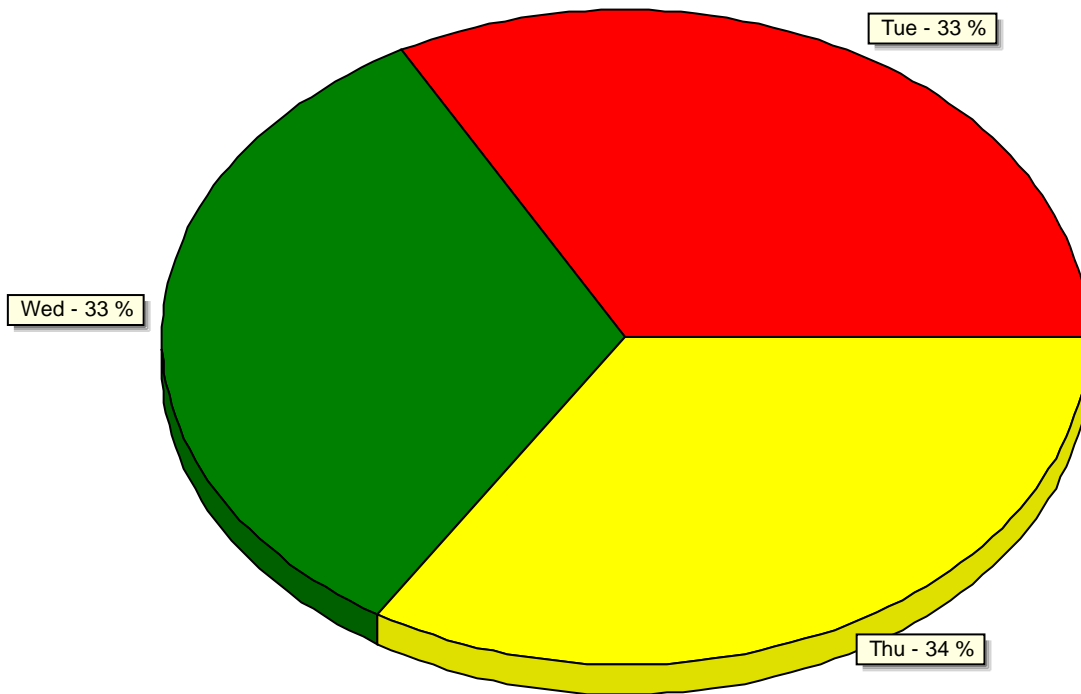
ADT Volume vs. Time (lane comparison)





DAY	ADT	TOTAL	# DAYS
Mon	-	-	-
Tue	4482	4482	1.0
Wed	4479	4479	1.0
Thu	4522	4522	1.0
Fri	-	-	-
Sat	-	-	-
Sun	-	-	-

Percent of Totals by Day of Week



Volume Summary Report: HDR25101

Station ID : HDR25101

Info Line 1 : Nauvoo Road &
Info Line 2 : Ontario Street

GPS Lat/Lon :

DB File : HDR25101.DB

Last Connected Device Type : Unic-L

Version Number : 1.41

Serial Number : 84557

Number of Lanes : 2

Posted Speed Limit : 40.0 kph

Lane Configuration

#	Dir.	Information	Volume Mode	Volume Sensors	Divide /2	Comment
1.	NB		Normal	Veh.	No	
2.	SB		Normal	Veh.	No	

Total Count:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	3	17	5	8	33	116	383	442	434	461	429	453	517	431	431	484	563	489	359	244	211	142	70	22	6747
Lane #2	21	14	8	7	9	69	250	352	412	411	398	477	488	411	459	575	608	595	393	261	181	158	109	70	6736
TOTAL	24	31	13	15	42	185	633	794	846	872	827	930	1005	842	890	1059	1171	1084	752	505	392	300	179	92	13483

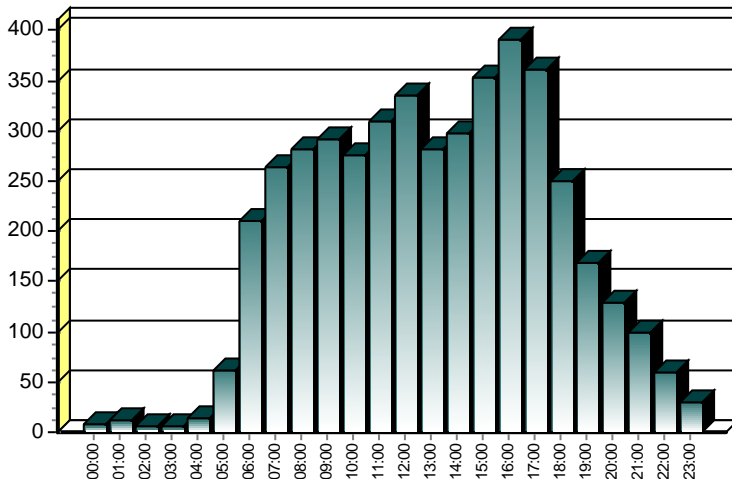
Percents:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Lane #1	0%	0%	0%	0%	0%	2%	6%	7%	6%	7%	6%	7%	8%	6%	6%	7%	8%	7%	5%	4%	3%	2%	1%	0%
Lane #2	0%	0%	0%	0%	0%	1%	4%	5%	6%	6%	6%	7%	7%	6%	7%	9%	9%	9%	6%	4%	3%	2%	2%	1%
TOTAL	0%	0%	0%	0%	0%	1%	5%	6%	6%	6%	6%	7%	7%	6%	7%	8%	9%	8%	6%	4%	3%	2%	1%	1%

ADT:	0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Total
Lane #1	1	6	2	3	11	39	128	147	145	154	143	151	172	144	144	161	188	163	120	81	70	47	23	7	2250
Lane #2	7	5	3	2	3	23	83	117	137	137	133	159	163	137	153	192	203	198	131	87	60	53	36	23	2245
TOTAL	8	11	5	5	14	62	211	264	282	291	276	310	335	281	297	353	391	361	251	168	130	100	59	30	4495

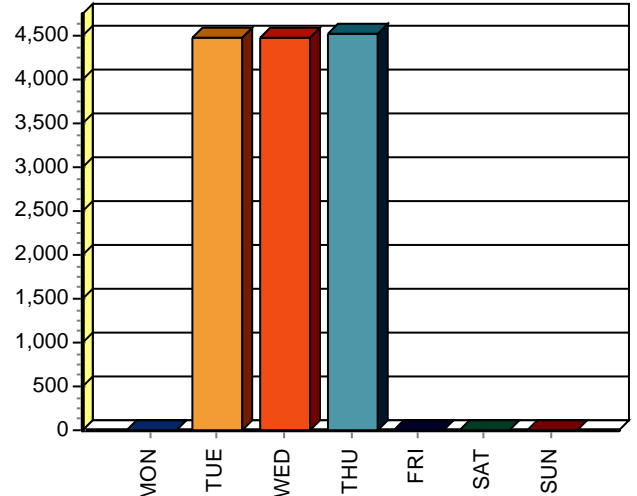
ALL LANES

	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total	Percent	
DW Totals :	0	0	4482	4479	4522	0	0	Weekday (Mon-Fri) :	13483	100%
# Days :	0.0	0.0	1.0	1.0	1.0	0.0	0.0	ADT :	4494	
ADT :	0	0	4482	4479	4522	0	0	Weekend (Sat-Sun) :	0	0%
Percent :	0%	0%	33%	33%	34%	0%	0%	ADT :	0	

ADT Volume vs. Time (all lanes combined)



ADT By Day of Week (all lanes)



Hourly Multi-Channel Report: HDR25101

Station ID : HDR25101

Info Line 1 : Nauvoo Road &
Info Line 2 : Ontario Street

GPS Lat/Lon :

DB File : HDR25101.DB

Last Connected Device Type : Unic-L

Version Number : 1.41

Serial Number : 84557

Number of Lanes : 2

Posted Speed Limit : 40.0 kph

Lane Configuration

#	Dir. Information	Volume Mode	Volume Sensors	Divide By 2	Comment
1.	NB	Normal	Veh.	No	
2.	SB	Normal	Veh.	No	

Hourly Multi-Channel Data From: 00:00 - 05/27/2025 To: 23:59 - 05/29/2025

Date	Time	#1	#2	Avg.	Total
05/27/25	00:00	1	8	5	9
Tue	01:00	6	3	5	9
	02:00	2	2	2	4
	03:00	3	2	3	5
	04:00	10	3	7	13
	05:00	40	19	30	59
	06:00	128	81	105	209
	07:00	152	119	136	271
	08:00	144	135	140	279
	09:00	163	131	147	294
	10:00	122	129	126	251
	11:00	166	160	163	326
	12:00	156	167	162	323
	13:00	134	125	130	259
	14:00	150	154	152	304
	15:00	154	193	174	347
	16:00	183	221	202	404
	17:00	161	195	178	356
	18:00	114	138	126	252
	19:00	82	99	91	181
	20:00	63	60	62	123
	21:00	50	59	55	109
	22:00	24	42	33	66
	23:00	5	24	15	29
Day Total :		2213	2269	2249	4482
Percents :		49%	51%		

Lane	AM Total	AM Avg.	AM %	Peak AM	Peak %	PM Total	PM Avg.	PM %	Peak PM	Peak %
#1	937	78.1	42.3%	11:00 = 166	7.5%	1276	106.3	57.7%	16:00 = 183	8.3%
#2	792	66.0	34.9%	11:00 = 160	7.1%	1477	123.1	65.1%	16:00 = 221	9.7%
Comb.	1729	144.1	38.6%	11:00 = 326	7.3%	2753	229.4	61.4%	16:00 = 404	9.0%

Date	Time	#1	#2	Avg.	Total
05/28/25	00:00	1	6	4	7
Wed	01:00	6	5	6	11
	02:00	1	4	3	5
	03:00	2	3	3	5
	04:00	12	4	8	16
	05:00	38	28	33	66
	06:00	126	89	108	215
	07:00	147	111	129	258
	08:00	154	148	151	302
	09:00	151	154	153	305
	10:00	159	130	145	289
	11:00	143	176	160	319
	12:00	155	149	152	304
	13:00	144	132	138	276
	14:00	153	164	159	317
	15:00	175	216	196	391
	16:00	177	205	191	382
	17:00	175	196	186	371
	18:00	108	123	116	231
	19:00	75	75	75	150
	20:00	54	53	54	107
	21:00	39	45	42	84
	22:00	17	31	24	48
	23:00	5	15	10	20
Day Total :		2217	2262	2246	4479
Percents :		49%	51%		

Lane	AM Total	AM Avg.	AM %	Peak AM	Peak %	PM Total	PM Avg.	PM %	Peak PM	Peak %
#1	940	78.3	42.4%	10:00 = 159	7.2%	1277	106.4	57.6%	16:00 = 177	8.0%
#2	858	71.5	37.9%	11:00 = 176	7.8%	1404	117.0	62.1%	15:00 = 216	9.5%
Comb.	1798	149.8	40.1%	11:00 = 319	7.1%	2681	223.4	59.9%	15:00 = 391	8.7%

Date	Time	#1	#2	Avg.	Total
05/29/25	00:00	1	7	4	8
Thu	01:00	5	6	6	11
	02:00	2	2	2	4
	03:00	3	2	3	5
	04:00	11	2	7	13
	05:00	38	22	30	60
	06:00	129	80	105	209
	07:00	143	122	133	265
	08:00	136	129	133	265
	09:00	147	126	137	273
	10:00	148	139	144	287
	11:00	144	141	143	285
	12:00	206	172	189	378
	13:00	153	154	154	307
	14:00	128	141	135	269
	15:00	155	166	161	321
	16:00	203	182	193	385
	17:00	153	204	179	357
	18:00	137	132	135	269
	19:00	87	87	87	174
	20:00	94	68	81	162
	21:00	53	54	54	107
	22:00	29	36	33	65
	23:00	12	31	22	43
Day Total :		2317	2205	2270	4522
Percents :		51%	49%		

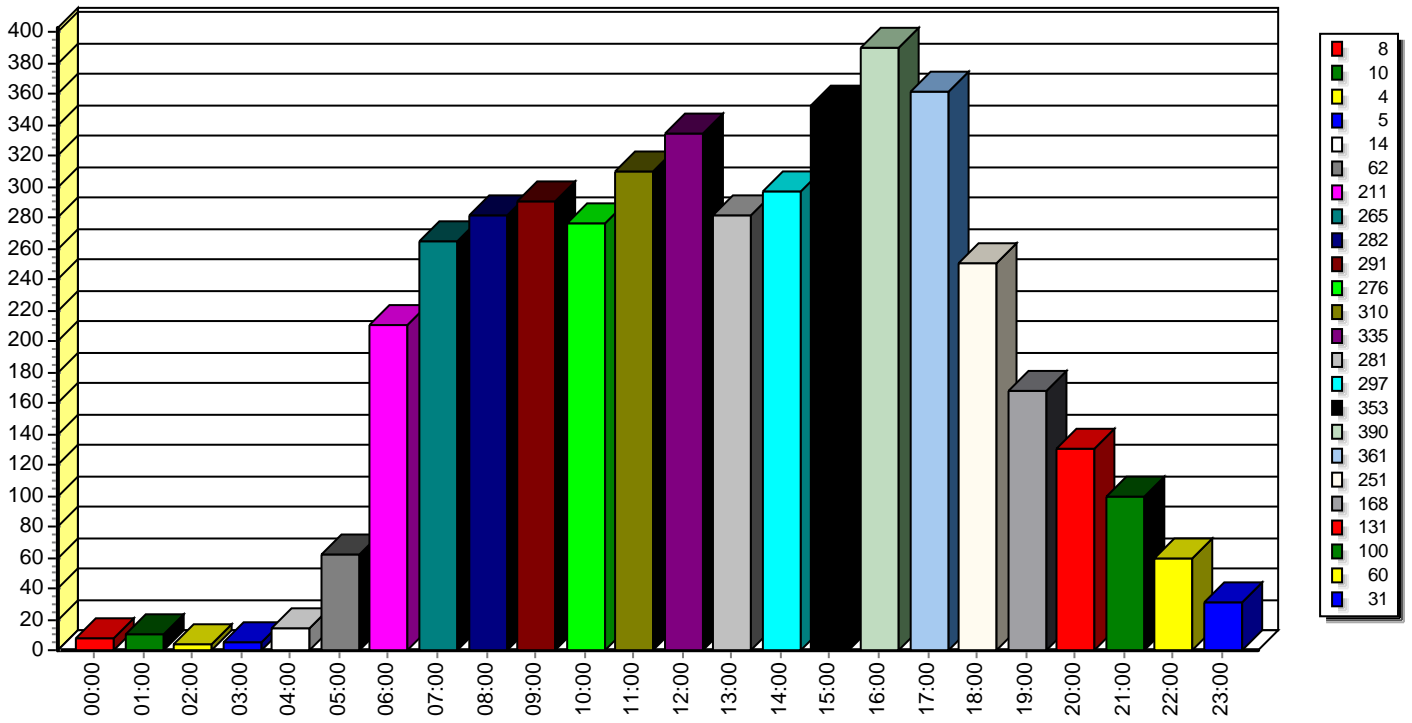
Lane	AM Total	AM Avg.	AM %	Peak AM	Peak %	PM Total	PM Avg.	PM %	Peak PM	Peak %
#1	907	75.6	39.1%	10:00 = 148	6.4%	1410	117.5	60.9%	12:00 = 206	8.9%
#2	778	64.8	35.3%	11:00 = 141	6.4%	1427	118.9	64.7%	17:00 = 204	9.3%
Comb.	1685	140.4	37.3%	10:00 = 287	6.3%	2837	236.4	62.7%	16:00 = 385	8.5%

Hourly Multi-Channel Summary: HDR25101

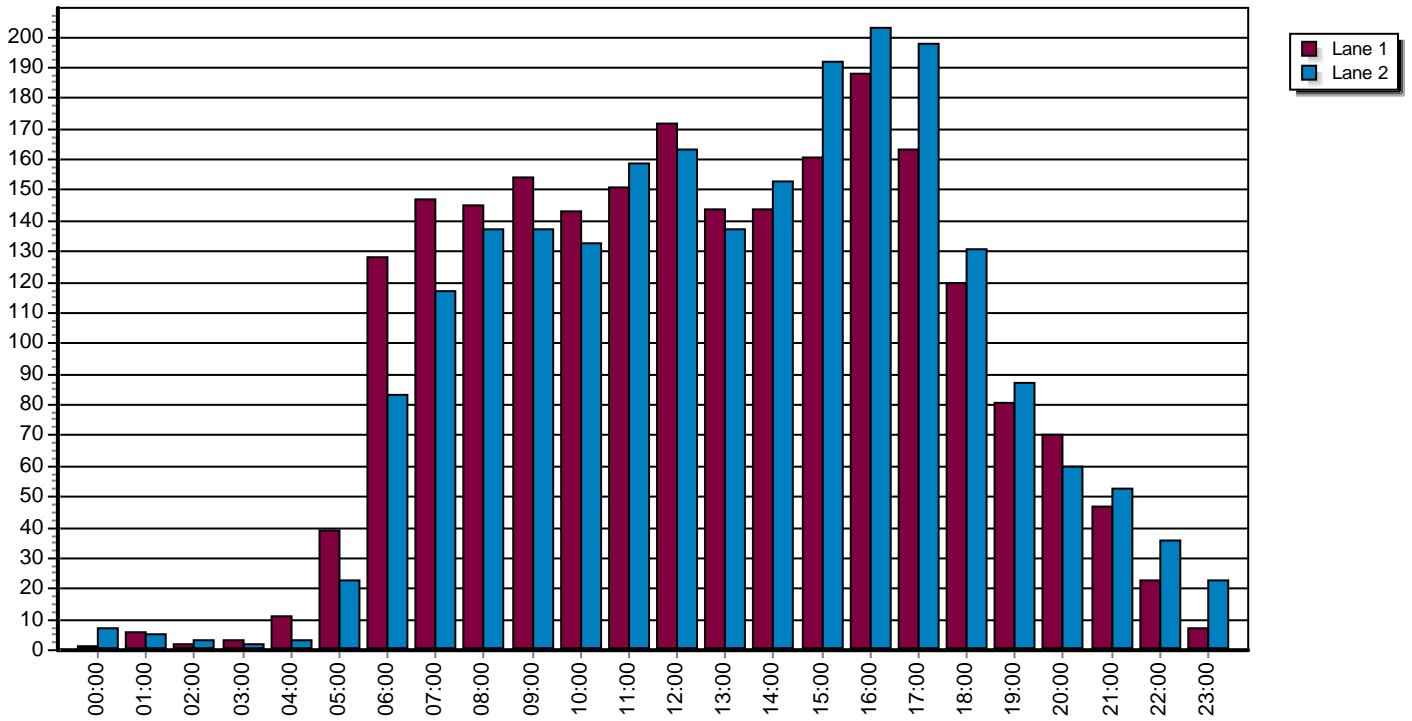
Date	Time	#1	#2	Avg.	Total
05/27/25	00:00	3	21	12	24
Tue	01:00	17	14	16	31
	02:00	5	8	7	13
	03:00	8	7	8	15
	04:00	33	9	21	42
	05:00	116	69	93	185
	06:00	383	250	317	633
	07:00	442	352	397	794
	08:00	434	412	423	846
	09:00	461	411	436	872
	10:00	429	398	414	827
	11:00	453	477	465	930
	12:00	517	488	503	1005
	13:00	431	411	421	842
	14:00	431	459	445	890
	15:00	484	575	530	1059
	16:00	563	608	586	1171
	17:00	489	595	542	1084
	18:00	359	393	376	752
	19:00	244	261	253	505
	20:00	211	181	196	392
	21:00	142	158	150	300
Thu	22:00	70	109	90	179
05/29/25	23:00	22	70	46	92
Grand Total :		6747	6736	6747	13483
Percents :		50%	50%		

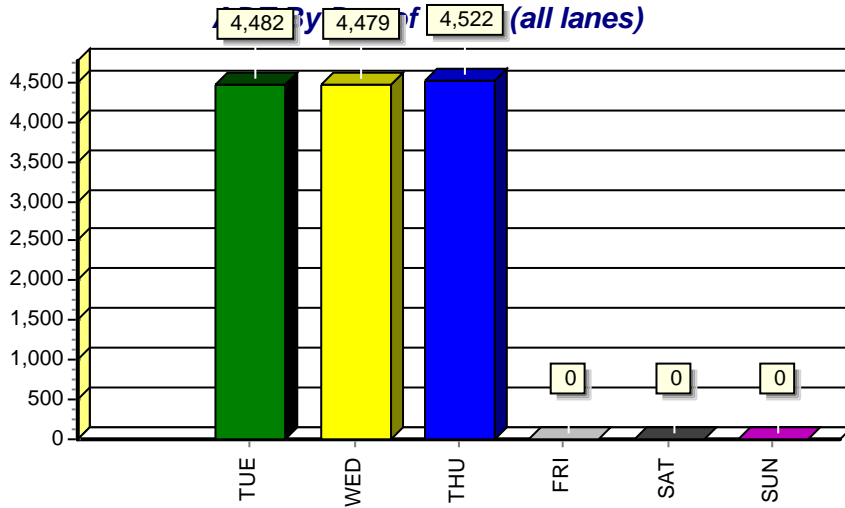
Lane	AM Total	AM Avg.	AM %	Peak AM	Peak %	PM Total	PM Avg.	PM %	Peak PM	Peak %
#1	2784	77.3	41.3%	09:00 = 461	6.8%	3963	110.1	58.7%	16:00 = 563	8.3%
#2	2428	67.4	36.0%	11:00 = 477	7.1%	4308	119.7	64.0%	16:00 = 608	9.0%
Comb.	5212	144.8	38.7%	11:00 = 930	6.9%	8271	229.8	61.3%	16:00 = 1171	8.7%

ADT Volume vs. Time (all lanes combined)



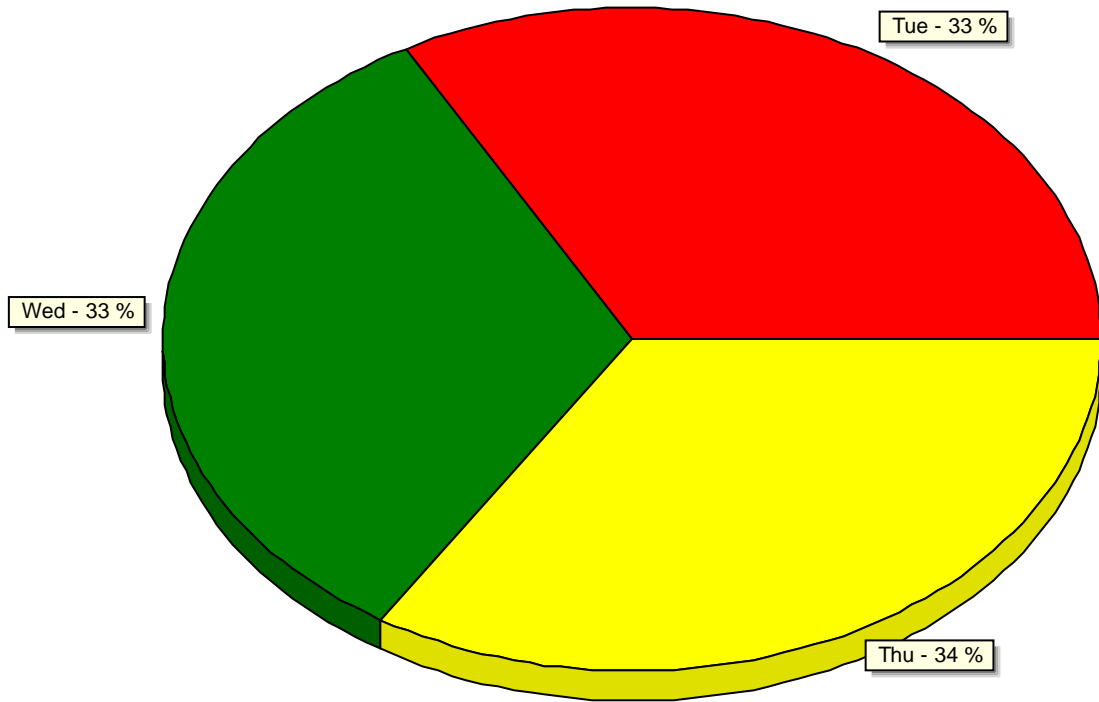
ADT Volume vs. Time (lane comparison)

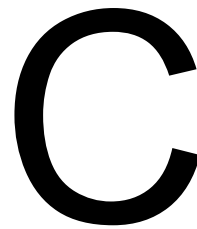




DAY	ADT	TOTAL	# DAYS
Mon	-	-	-
Tue	4482	4482	1.0
Wed	4479	4479	1.0
Thu	4522	4522	1.0
Fri	-	-	-
Sat	-	-	-
Sun	-	-	-

Percent of Totals by Day of Week



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Traffic Analysis (Synchro
and SimTraffic) Reports

HCM Unsignalized Intersection Capacity Analysis
 1: Nauvoo Road & Hwy 402 EB Off-ramp











Twin Creeks Environmental
 2022 Existing Conditions AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	44	0	139	150	0
Future Volume (Veh/h)	8	44	0	139	150	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	8	46	0	145	156	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	301	156	156			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	301	156	156			
tC, single (s)	6.5	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	99	95	100			
cM capacity (veh/h)	668	867	1424			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	54	145	156			
Volume Left	8	0	0			
Volume Right	46	0	0			
cSH	830	1700	1700			
Volume to Capacity	0.07	0.09	0.09			
Queue Length 95th (m)	1.6	0.0	0.0			
Control Delay (s)	9.6	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.6	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			17.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
2: Nauvoo Road & Hwy 402 WB On/Off-ramp


















Twin Creeks Environmental
2022 Existing Conditions AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	62	14	100	0	23	111
Future Volume (Veh/h)	62	14	100	0	23	111
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	67	15	109	0	25	121
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	280	109			109	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	280	109			109	
tC, single (s)	6.7	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.8	3.3			2.4	
p0 queue free %	89	98			98	
cM capacity (veh/h)	637	950			1393	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	82	109	25	121		
Volume Left	67	0	25	0		
Volume Right	15	0	0	0		
cSH	678	1700	1393	1700		
Volume to Capacity	0.12	0.06	0.02	0.07		
Queue Length 95th (m)	3.1	0.0	0.4	0.0		
Control Delay (s)	11.0	0.0	7.6	0.0		
Lane LOS	B		A			
Approach Delay (s)	11.0	0.0	1.3			
Approach LOS	B					
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization		18.9%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

















3: Nauvoo Road & Confederation Line

Twin Creeks Environmental
2022 Existing Conditions AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	26	45	10	28	15	67	119	21	17	112	42
Future Volume (Veh/h)	58	26	45	10	28	15	67	119	21	17	112	42
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	62	28	48	11	30	16	72	128	23	18	120	45
Pedestrians		2										
Lane Width (m)		3.7										
Walking Speed (m/s)		1.1										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	484	476	144	512	475	128	167			151		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	484	476	144	512	475	128	167			151		
tC, single (s)	7.1	6.6	6.2	7.3	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.7	4.0	3.3	2.2			2.3		
p0 queue free %	86	94	95	97	93	98	95			99		
cM capacity (veh/h)	432	448	896	381	454	927	1396			1406		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	138	57	200	23	183							
Volume Left	62	11	72	0	18							
Volume Right	48	16	0	23	45							
cSH	532	508	1396	1700	1406							
Volume to Capacity	0.26	0.11	0.05	0.01	0.01							
Queue Length 95th (m)	7.8	2.9	1.2	0.0	0.3							
Control Delay (s)	14.1	13.0	3.1	0.0	0.8							
Lane LOS	B	B	A		A							
Approach Delay (s)	14.1	13.0	2.7		0.8							
Approach LOS	B	B										
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilization			43.7%		ICU Level of Service				A			
Analysis Period (min)			15									












HCM Unsignalized Intersection Capacity Analysis
4: Nauvoo Road & Zion Line

Twin Creeks Environmental
2022 Existing Conditions AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	1	10	12	7	3	3	224	5	6	182	0
Future Volume (Veh/h)	6	1	10	12	7	3	3	224	5	6	182	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	6	1	10	12	7	3	3	229	5	6	186	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	442	438	186	446	436	232	186			234		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	442	438	186	446	436	232	186			234		
tC, single (s)	7.1	6.5	6.3	7.2	6.5	6.2	4.1			4.6		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.6	4.0	3.3	2.2			2.7		
p0 queue free %	99	100	99	98	99	100	100			99		
cM capacity (veh/h)	519	512	836	503	513	813	1401			1097		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	17	22	237	192								
Volume Left	6	12	3	6								
Volume Right	10	3	5	0								
cSH	667	534	1401	1097								
Volume to Capacity	0.03	0.04	0.00	0.01								
Queue Length 95th (m)	0.6	1.0	0.0	0.1								
Control Delay (s)	10.5	12.0	0.1	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	10.5	12.0	0.1	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			23.3%		ICU Level of Service		A					
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
5: Nauvoo Road & Primary Facility Access

Twin Creeks Environmental
2022 Existing Conditions AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	78	147	13	43	169
Future Volume (Veh/h)	1	78	147	13	43	169
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	1	83	156	14	46	180
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	428	156			170	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	428	156			170	
tC, single (s)	6.4	7.2			4.9	
tC, 2 stage (s)						
tF (s)	3.5	4.2			2.9	
p0 queue free %	100	88			96	
cM capacity (veh/h)	562	693			1047	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	84	156	14	46	180	
Volume Left	1	0	0	46	0	
Volume Right	83	0	14	0	0	
cSH	691	1700	1700	1047	1700	
Volume to Capacity	0.12	0.09	0.01	0.04	0.11	
Queue Length 95th (m)	3.1	0.0	0.0	1.0	0.0	
Control Delay (s)	10.9	0.0	0.0	8.6	0.0	
Lane LOS	B			A		
Approach Delay (s)	10.9	0.0		1.7		
Approach LOS	B					
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			26.0%	ICU Level of Service	A	
Analysis Period (min)			15			

Summary of All Intervals

Run Number	1	2	3	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:00	8:00	8:00	8:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	958	951	918	940
Vehs Exited	899	886	871	884
Starting Vehs	55	61	66	60
Ending Vehs	114	126	113	114
Travel Distance (km)	2431	2418	2234	2361
Travel Time (hr)	95.7	98.8	96.9	97.1
Total Delay (hr)	42.6	46.1	48.1	45.6
Total Stops	584	569	581	578
Fuel Used (l)	189.9	190.6	180.8	187.1

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by PHF, Anti PHF.

Run Number	1	2	3	Avg
Vehs Entered	958	951	918	940
Vehs Exited	899	886	871	884
Starting Vehs	55	61	66	60
Ending Vehs	114	126	113	114
Travel Distance (km)	2431	2418	2234	2361
Travel Time (hr)	95.7	98.8	96.9	97.1
Total Delay (hr)	42.6	46.1	48.1	45.6
Total Stops	584	569	581	578
Fuel Used (l)	189.9	190.6	180.8	187.1

Intersection: 13: Inbound Scale/Office & Primary Facility Access

Movement	EB	NB	SB
Directions Served	R	LTR	LTR
Maximum Queue (m)	47.8	27.7	8.9
Average Queue (m)	9.2	8.3	0.6
95th Queue (m)	48.1	23.1	4.3
Link Distance (m)	111.3	224.5	78.6
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 27: Outbound Scale/Inbound Scale & Weigh Scale

Movement	NB	B30	B32	SB
Directions Served	T	T	T	T
Maximum Queue (m)	197.6	95.4	390.1	227.3
Average Queue (m)	179.6	70.6	194.3	161.6
95th Queue (m)	225.1	122.5	448.9	253.6
Link Distance (m)	174.0	66.3	373.2	224.5
Upstream Blk Time (%)	87	76	25	14
Queuing Penalty (veh)	0	0	0	7
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 7

HCM Unsignalized Intersection Capacity Analysis
 1: Nauvoo Road & Hwy 402 EB Off-ramp

Twin Creeks Environmental
 2022 Existing Conditions Mid-day Peak Hour













Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	24	0	108	123	0
Future Volume (Veh/h)	8	24	0	108	123	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	9	27	0	120	137	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	257	137	137			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	257	137	137			
tC, single (s)	6.6	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.7	3.3	2.2			
p0 queue free %	99	97	100			
cM capacity (veh/h)	685	904	1447			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	36	120	137			
Volume Left	9	0	0			
Volume Right	27	0	0			
cSH	837	1700	1700			
Volume to Capacity	0.04	0.07	0.08			
Queue Length 95th (m)	1.0	0.0	0.0			
Control Delay (s)	9.5	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.5	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization			16.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: Nauvoo Road & Hwy 402 WB On/Off-ramp


















Twin Creeks Environmental
2022 Existing Conditions Mid-day Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	50	13	89	0	13	92
Future Volume (Veh/h)	50	13	89	0	13	92
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	57	15	102	0	15	106
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	238	102			102	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	238	102			102	
tC, single (s)	7.0	6.6			4.5	
tC, 2 stage (s)						
tF (s)	4.0	3.6			2.5	
p0 queue free %	91	98			99	
cM capacity (veh/h)	633	863			1293	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	72	102	15	106		
Volume Left	57	0	15	0		
Volume Right	15	0	0	0		
cSH	671	1700	1293	1700		
Volume to Capacity	0.11	0.06	0.01	0.06		
Queue Length 95th (m)	2.7	0.0	0.3	0.0		
Control Delay (s)	11.0	0.0	7.8	0.0		
Lane LOS	B		A			
Approach Delay (s)	11.0	0.0	1.0			
Approach LOS	B					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			17.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Nauvoo Road & Confederation Line

















Twin Creeks Environmental
2022 Existing Conditions Mid-day Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	19	45	18	21	13	51	115	18	11	117	41
Future Volume (Veh/h)	38	19	45	18	21	13	51	115	18	11	117	41
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	42	21	50	20	23	14	57	128	20	12	130	46
Pedestrians		2										
Lane Width (m)		3.7										
Walking Speed (m/s)		1.1										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	446	441	155	480	444	128	178			148		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	446	441	155	480	444	128	178			148		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.4	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.4	2.2			2.3		
p0 queue free %	91	96	94	95	95	98	96			99		
cM capacity (veh/h)	470	480	894	430	478	888	1383			1392		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	113	57	185	20	188							
Volume Left	42	20	57	0	12							
Volume Right	50	14	0	20	46							
cSH	598	516	1383	1700	1392							
Volume to Capacity	0.19	0.11	0.04	0.01	0.01							
Queue Length 95th (m)	5.3	2.8	1.0	0.0	0.2							
Control Delay (s)	12.4	12.8	2.6	0.0	0.6							
Lane LOS	B	B	A		A							
Approach Delay (s)	12.4	12.8	2.4		0.6							
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.8									
Intersection Capacity Utilization			36.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis












4: Nauvoo Road & Zion Line

Twin Creeks Environmental
2022 Existing Conditions Mid-day Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	6	8	10	1	2	6	161	8	4	142	4
Future Volume (Veh/h)	4	6	8	10	1	2	6	161	8	4	142	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	4	6	8	10	1	2	6	166	8	4	146	4
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	340	342	148	349	340	170	150			174		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	340	342	148	349	340	170	150			174		
tC, single (s)	7.3	6.8	6.7	7.2	7.5	6.7	4.3			4.3		
tC, 2 stage (s)												
tF (s)	3.7	4.3	3.8	3.6	4.9	3.8	2.4			2.4		
p0 queue free %	99	99	99	98	100	100	100			100		
cM capacity (veh/h)	566	529	786	576	449	763	1344			1275		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	18	13	180	154								
Volume Left	4	10	6	4								
Volume Right	8	2	8	4								
cSH	630	586	1344	1275								
Volume to Capacity	0.03	0.02	0.00	0.00								
Queue Length 95th (m)	0.7	0.5	0.1	0.1								
Control Delay (s)	10.9	11.3	0.3	0.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	10.9	11.3	0.3	0.2								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			21.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
5: Nauvoo Road & Primary Facility Access

Twin Creeks Environmental
2022 Existing Conditions Mid-day Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	52	127	12	42	118
Future Volume (Veh/h)	15	52	127	12	42	118
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	58	141	13	47	131
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	366	141			154	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	366	141			154	
tC, single (s)	6.6	7.0			5.0	
tC, 2 stage (s)						
tF (s)	3.7	4.0			3.0	
p0 queue free %	97	92			95	
cM capacity (veh/h)	563	736			1026	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	75	141	13	47	131	
Volume Left	17	0	0	47	0	
Volume Right	58	0	13	0	0	
cSH	688	1700	1700	1026	1700	
Volume to Capacity	0.11	0.08	0.01	0.05	0.08	
Queue Length 95th (m)	2.8	0.0	0.0	1.1	0.0	
Control Delay (s)	10.9	0.0	0.0	8.7	0.0	
Lane LOS	B			A		
Approach Delay (s)	10.9	0.0		2.3		
Approach LOS	B					
Intersection Summary						
Average Delay			3.0			
Intersection Capacity Utilization			24.1%	ICU Level of Service	A	
Analysis Period (min)	15					

Summary of All Intervals

Run Number	1	2	3	Avg
Start Time	12:20	12:20	12:20	12:20
End Time	1:30	1:30	1:30	1:30
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	887	870	877	879
Vehs Exited	831	837	820	828
Starting Vehs	52	54	43	48
Ending Vehs	108	87	100	92
Travel Distance (km)	1992	1997	1913	1967
Travel Time (hr)	66.8	81.4	72.8	73.7
Total Delay (hr)	23.5	38.1	31.1	30.9
Total Stops	545	583	579	567
Fuel Used (l)	151.3	161.0	152.1	154.8

Interval #0 Information Seeding

Start Time	12:20
End Time	12:30
Total Time (min)	10

No data recorded this interval.

Interval #1 Information Recording

Start Time	12:30
End Time	1:30
Total Time (min)	60

Volumes adjusted by PHF, Anti PHF.

Run Number	1	2	3	Avg
Vehs Entered	887	870	877	879
Vehs Exited	831	837	820	828
Starting Vehs	52	54	43	48
Ending Vehs	108	87	100	92
Travel Distance (km)	1992	1997	1913	1967
Travel Time (hr)	66.8	81.4	72.8	73.7
Total Delay (hr)	23.5	38.1	31.1	30.9
Total Stops	545	583	579	567
Fuel Used (l)	151.3	161.0	152.1	154.8

Intersection: 13: Inbound Scale/Office & Primary Facility Access

Movement	EB	NB	SB
Directions Served	R	LTR	LTR
Maximum Queue (m)	107.2	25.2	9.2
Average Queue (m)	32.8	8.0	2.9
95th Queue (m)	100.5	21.9	9.9
Link Distance (m)	111.3	224.5	78.6
Upstream Blk Time (%)	5		
Queuing Penalty (veh)	2		
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 27: Outbound Scale/Inbound Scale & Weigh Scale

Movement	NB	B30	B32	SB
Directions Served	T	T	T	T
Maximum Queue (m)	196.5	91.6	171.5	228.9
Average Queue (m)	165.7	39.5	37.4	167.7
95th Queue (m)	227.9	103.1	141.9	282.3
Link Distance (m)	174.0	66.3	373.2	224.5
Upstream Blk Time (%)	61	33		40
Queuing Penalty (veh)	0	0		19
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Zone Summary

Zone wide Queuing Penalty: 21

HCM Unsignalized Intersection Capacity Analysis
 1: Nauvoo Road & Hwy 402 EB Off-ramp











Twin Creeks Environmental
 2022 Existing Conditions PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	37	0	134	158	0
Future Volume (Veh/h)	26	37	0	134	158	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	29	41	0	147	174	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	321	174	174			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	321	174	174			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	95	100			
cM capacity (veh/h)	668	867	1403			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	70	147	174			
Volume Left	29	0	0			
Volume Right	41	0	0			
cSH	772	1700	1700			
Volume to Capacity	0.09	0.09	0.10			
Queue Length 95th (m)	2.3	0.0	0.0			
Control Delay (s)	10.1	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.1	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			18.7%	ICU Level of Service	A	
Analysis Period (min)			15			


















HCM Unsignalized Intersection Capacity Analysis
2: Nauvoo Road & Hwy 402 WB On/Off-ramp

Twin Creeks Environmental
2022 Existing Conditions PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	54	29	117	0	15	130
Future Volume (Veh/h)	54	29	117	0	15	130
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	61	33	133	0	17	148
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	315	133			133	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	315	133			133	
tC, single (s)	6.4	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.3	
p0 queue free %	91	96			99	
cM capacity (veh/h)	668	895			1387	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	94	133	17	148		
Volume Left	61	0	17	0		
Volume Right	33	0	0	0		
cSH	733	1700	1387	1700		
Volume to Capacity	0.13	0.08	0.01	0.09		
Queue Length 95th (m)	3.3	0.0	0.3	0.0		
Control Delay (s)	10.6	0.0	7.6	0.0		
Lane LOS	B		A			
Approach Delay (s)	10.6	0.0	0.8			
Approach LOS	B					
Intersection Summary						
Average Delay			2.9			
Intersection Capacity Utilization			18.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: Nauvoo Road & Confederation Line

















Twin Creeks Environmental
 2022 Existing Conditions PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	35	44	33	27	28	44	138	36	23	172	17
Future Volume (Veh/h)	36	35	44	33	27	28	44	138	36	23	172	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	41	40	51	38	31	32	51	159	41	26	198	20
Pedestrians		7						2				
Lane Width (m)		3.7						3.7				
Walking Speed (m/s)		1.1						1.1				
Percent Blockage		1						0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	576	569	217	594	538	159	225			200		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	576	569	217	594	538	159	225			200		
tC, single (s)	7.2	6.6	6.2	7.2	6.5	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.3	3.6	4.0	3.4	2.2			2.2		
p0 queue free %	89	90	94	89	93	96	96			98		
cM capacity (veh/h)	364	400	816	338	424	873	1334			1384		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	132	101	210	41	244							
Volume Left	41	38	51	0	26							
Volume Right	51	32	0	41	20							
cSH	479	455	1334	1700	1384							
Volume to Capacity	0.28	0.22	0.04	0.02	0.02							
Queue Length 95th (m)	8.4	6.4	0.9	0.0	0.4							
Control Delay (s)	15.3	15.2	2.1	0.0	1.0							
Lane LOS	C	C	A		A							
Approach Delay (s)	15.3	15.2	1.8		1.0							
Approach LOS	C	C										
Intersection Summary												
Average Delay			5.8									
Intersection Capacity Utilization			39.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis












4: Nauvoo Road & Zion Line

Twin Creeks Environmental
2022 Existing Conditions PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	5	10	6	3	8	187	8	9	173	6
Future Volume (Veh/h)	5	4	5	10	6	3	8	187	8	9	173	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	5	6	12	7	4	9	220	9	11	204	7
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	480	476	208	480	476	224	211			229		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	480	476	208	480	476	224	211			229		
tC, single (s)	7.3	6.5	6.4	7.1	6.5	6.5	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.5	3.5	4.0	3.6	2.2			2.3		
p0 queue free %	99	99	99	98	99	99	99			99		
cM capacity (veh/h)	455	483	789	486	484	744	1372			1288		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	17	23	238	222								
Volume Left	6	12	9	11								
Volume Right	6	4	9	7								
cSH	546	516	1372	1288								
Volume to Capacity	0.03	0.04	0.01	0.01								
Queue Length 95th (m)	0.7	1.1	0.2	0.2								
Control Delay (s)	11.8	12.3	0.3	0.5								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.8	12.3	0.3	0.5								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			23.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 5: Nauvoo Road & Primary Facility Access

Twin Creeks Environmental
 2022 Existing Conditions PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	33	163	4	22	178
Future Volume (Veh/h)	11	33	163	4	22	178
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	12	35	175	4	24	191
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	414	175			179	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	414	175			179	
tC, single (s)	6.6	6.4			4.1	
tC, 2 stage (s)						
tF (s)	3.7	3.5			2.2	
p0 queue free %	98	96			98	
cM capacity (veh/h)	552	817			1409	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	47	175	4	24	191	
Volume Left	12	0	0	24	0	
Volume Right	35	0	4	0	0	
cSH	728	1700	1700	1409	1700	
Volume to Capacity	0.06	0.10	0.00	0.02	0.11	
Queue Length 95th (m)	1.6	0.0	0.0	0.4	0.0	
Control Delay (s)	10.3	0.0	0.0	7.6	0.0	
Lane LOS	B			A		
Approach Delay (s)	10.3	0.0	0.8			
Approach LOS	B					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			25.2%		ICU Level of Service	A
Analysis Period (min)			15			

Summary of All Intervals

Run Number	1	2	3	Avg
Start Time	3:50	3:50	3:50	3:50
End Time	5:00	5:00	5:00	5:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	2	2	2	2
# of Recorded Intervals	1	1	1	1
Vehs Entered	1061	1067	1075	1068
Vehs Exited	1024	1060	1061	1048
Starting Vehs	50	60	72	58
Ending Vehs	87	67	86	77
Travel Distance (km)	2557	2748	2634	2646
Travel Time (hr)	70.6	74.4	75.6	73.5
Total Delay (hr)	15.3	14.9	18.7	16.3
Total Stops	652	641	678	658
Fuel Used (l)	185.9	198.4	192.7	192.3

Interval #0 Information Seeding

Start Time	3:50
End Time	4:00
Total Time (min)	10

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:00
End Time	5:00
Total Time (min)	60

Volumes adjusted by PHF, Anti PHF.

Run Number	1	2	3	Avg
Vehs Entered	1061	1067	1075	1068
Vehs Exited	1024	1060	1061	1048
Starting Vehs	50	60	72	58
Ending Vehs	87	67	86	77
Travel Distance (km)	2557	2748	2634	2646
Travel Time (hr)	70.6	74.4	75.6	73.5
Total Delay (hr)	15.3	14.9	18.7	16.3
Total Stops	652	641	678	658
Fuel Used (l)	185.9	198.4	192.7	192.3

Intersection: 13: Inbound Scale/Office & Primary Facility Access

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (m)	26.9	9.2
Average Queue (m)	8.1	3.7
95th Queue (m)	22.7	10.9
Link Distance (m)	224.5	78.6
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 27: Outbound Scale/Inbound Scale & Weigh Scale

Movement	NB	B30	SB
Directions Served	T	T	T
Maximum Queue (m)	191.8	33.0	106.7
Average Queue (m)	136.7	6.7	54.4
95th Queue (m)	213.3	35.8	122.1
Link Distance (m)	174.0	66.3	224.5
Upstream Blk Time (%)	23	1	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Zone Summary

Zone wide Queuing Penalty: 0

HCM Unsignalized Intersection Capacity Analysis
 1: Nauvoo Road & Hwy 402 EB Off-ramp











Twin Creeks Environmental
 2025 Existing Conditions AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	42	0	124	166	0
Future Volume (Veh/h)	16	42	0	124	166	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	18	48	0	143	191	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	334	191	191			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	334	191	191			
tC, single (s)	6.5	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.4	2.2			
p0 queue free %	97	94	100			
cM capacity (veh/h)	653	826	1383			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	66	143	191			
Volume Left	18	0	0			
Volume Right	48	0	0			
cSH	770	1700	1700			
Volume to Capacity	0.09	0.08	0.11			
Queue Length 95th (m)	2.1	0.0	0.0			
Control Delay (s)	10.1	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.1	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			18.9%	ICU Level of Service	A	
Analysis Period (min)			15			


















HCM Unsignalized Intersection Capacity Analysis
 2: Nauvoo Road & Hwy 402 WB On/Off-ramp

Twin Creeks Environmental
 2025 Existing Conditions AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	60	22	109	0	23	113
Future Volume (Veh/h)	60	22	109	0	23	113
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	71	26	130	0	27	135
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	319	130			130	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	319	130			130	
tC, single (s)	6.8	6.5			4.2	
tC, 2 stage (s)						
tF (s)	3.8	3.6			2.3	
p0 queue free %	88	97			98	
cM capacity (veh/h)	596	845			1419	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	97	130	27	135		
Volume Left	71	0	27	0		
Volume Right	26	0	0	0		
cSH	648	1700	1419	1700		
Volume to Capacity	0.15	0.08	0.02	0.08		
Queue Length 95th (m)	4.0	0.0	0.4	0.0		
Control Delay (s)	11.5	0.0	7.6	0.0		
Lane LOS	B		A			
Approach Delay (s)	11.5	0.0	1.3			
Approach LOS	B					
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			19.3%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 3: Nauvoo Road & Confederation Line

















Twin Creeks Environmental
 2025 Existing Conditions AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	20	36	16	30	20	60	96	21	28	135	49
Future Volume (Veh/h)	52	20	36	16	30	20	60	96	21	28	135	49
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	61	24	42	19	35	24	71	113	25	33	159	58
Pedestrians		2										
Lane Width (m)		3.7										
Walking Speed (m/s)		1.1										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	552	536	190	563	540	113	219			138		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	552	536	190	563	540	113	219			138		
tC, single (s)	7.2	6.5	6.2	7.2	6.5	6.3	4.1			4.4		
tC, 2 stage (s)												
tF (s)	3.6	4.0	3.3	3.6	4.0	3.4	2.2			2.4		
p0 queue free %	84	94	95	95	92	97	95			97		
cM capacity (veh/h)	373	418	855	365	412	911	1360			1306		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	127	78	184	25	250							
Volume Left	61	19	71	0	33							
Volume Right	42	24	0	25	58							
cSH	471	478	1360	1700	1306							
Volume to Capacity	0.27	0.16	0.05	0.01	0.03							
Queue Length 95th (m)	8.2	4.4	1.3	0.0	0.6							
Control Delay (s)	15.5	14.0	3.3	0.0	1.2							
Lane LOS	C	B	A		A							
Approach Delay (s)	15.5	14.0	2.9		1.2							
Approach LOS	C	B										
Intersection Summary												
Average Delay			6.0									
Intersection Capacity Utilization			37.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis












4: Nauvoo Road & Zion Line

Twin Creeks Environmental
2025 Existing Conditions AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	4	8	14	4	1	5	168	12	8	195	2
Future Volume (Veh/h)	5	4	8	14	4	1	5	168	12	8	195	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	4	9	15	4	1	5	183	13	9	212	2
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	434	437	213	442	432	190	214			196		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	434	437	213	442	432	190	214			196		
tC, single (s)	7.1	6.8	6.3	7.3	7.2	6.2	4.3			4.5		
tC, 2 stage (s)												
tF (s)	3.5	4.2	3.4	3.7	4.7	3.3	2.4			2.5		
p0 queue free %	99	99	99	97	99	100	100			99		
cM capacity (veh/h)	527	474	800	482	417	857	1256			1188		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	18	20	201	223								
Volume Left	5	15	5	9								
Volume Right	9	1	13	2								
cSH	617	478	1256	1188								
Volume to Capacity	0.03	0.04	0.00	0.01								
Queue Length 95th (m)	0.7	1.0	0.1	0.2								
Control Delay (s)	11.0	12.9	0.2	0.4								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.0	12.9	0.2	0.4								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			24.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
5: Nauvoo Road & Primary Facility Access

Twin Creeks Environmental
2025 Existing Conditions AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	26	55	8	24	94
Future Volume (Veh/h)	0	26	55	8	24	94
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	28	59	9	26	101
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	212	59				68
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	212	59				68
tC, single (s)	6.4	7.1				4.9
tC, 2 stage (s)						
tF (s)	3.5	4.1				2.9
p0 queue free %	100	97				98
cM capacity (veh/h)	763	810				1144
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	28	59	9	26	101	
Volume Left	0	0	0	26	0	
Volume Right	28	0	9	0	0	
cSH	810	1700	1700	1144	1700	
Volume to Capacity	0.03	0.03	0.01	0.02	0.06	
Queue Length 95th (m)	0.8	0.0	0.0	0.5	0.0	
Control Delay (s)	9.6	0.0	0.0	8.2	0.0	
Lane LOS	A			A		
Approach Delay (s)	9.6	0.0	1.7			
Approach LOS	A					
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			18.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 1: Nauvoo Road & Hwy 402 EB Off-ramp











Twin Creeks Environmental
 2025 Existing Conditions Mid-day Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	25	0	137	141	0
Future Volume (Veh/h)	11	25	0	137	141	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	11	26	0	141	145	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	286	145	145			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	286	145	145			
tC, single (s)	6.7	6.3	4.1			
tC, 2 stage (s)						
tF (s)	3.7	3.4	2.2			
p0 queue free %	98	97	100			
cM capacity (veh/h)	655	876	1437			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	37	141	145			
Volume Left	11	0	0			
Volume Right	26	0	0			
cSH	796	1700	1700			
Volume to Capacity	0.05	0.08	0.09			
Queue Length 95th (m)	1.1	0.0	0.0			
Control Delay (s)	9.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	9.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			17.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 2: Nauvoo Road & Hwy 402 WB On/Off-ramp


















Twin Creeks Environmental
 2025 Existing Conditions Mid-day Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	32	24	124	0	13	130
Future Volume (Veh/h)	32	24	124	0	13	130
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	34	25	131	0	14	137
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	296	131			131	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	296	131			131	
tC, single (s)	7.1	6.4			4.2	
tC, 2 stage (s)						
tF (s)	4.1	3.5			2.3	
p0 queue free %	94	97			99	
cM capacity (veh/h)	569	880			1378	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	59	131	14	137		
Volume Left	34	0	14	0		
Volume Right	25	0	0	0		
cSH	669	1700	1378	1700		
Volume to Capacity	0.09	0.08	0.01	0.08		
Queue Length 95th (m)	2.2	0.0	0.2	0.0		
Control Delay (s)	10.9	0.0	7.6	0.0		
Lane LOS	B		A			
Approach Delay (s)	10.9	0.0	0.7			
Approach LOS	B					
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			20.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Nauvoo Road & Confederation Line

















Twin Creeks Environmental
2025 Existing Conditions Mid-day Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	26	45	23	34	24	50	124	27	11	124	35
Future Volume (Veh/h)	43	26	45	23	34	24	50	124	27	11	124	35
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	44	27	46	23	35	24	51	127	28	11	127	36
Pedestrians		2										
Lane Width (m)		3.7										
Walking Speed (m/s)		1.1										
Percent Blockage		0										
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	440	426	147	456	416	127	165			155		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	440	426	147	456	416	127	165			155		
tC, single (s)	7.1	6.5	6.2	7.2	6.5	6.4	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.4	2.2			2.3		
p0 queue free %	91	95	95	95	93	97	96			99		
cM capacity (veh/h)	464	492	903	446	499	889	1398			1384		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	117	82	178	28	174							
Volume Left	44	23	51	0	11							
Volume Right	46	24	0	28	36							
cSH	583	551	1398	1700	1384							
Volume to Capacity	0.20	0.15	0.04	0.02	0.01							
Queue Length 95th (m)	5.7	3.9	0.9	0.0	0.2							
Control Delay (s)	12.7	12.7	2.4	0.0	0.5							
Lane LOS	B	B	A		A							
Approach Delay (s)	12.7	12.7	2.1		0.5							
Approach LOS	B	B										
Intersection Summary												
Average Delay			5.3									
Intersection Capacity Utilization			38.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis












4: Nauvoo Road & Zion Line

Twin Creeks Environmental
2025 Existing Conditions Mid-day Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	4	8	12	3	4	4	173	12	4	163	6
Future Volume (Veh/h)	2	4	8	12	3	4	4	173	12	4	163	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	5	9	14	3	5	5	197	14	5	185	7
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	419	420	188	424	416	204	192			211		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	419	420	188	424	416	204	192			211		
tC, single (s)	7.3	6.8	6.7	7.2	7.5	6.7	4.3			4.3		
tC, 2 stage (s)												
tF (s)	3.7	4.3	3.8	3.6	4.9	3.8	2.4			2.4		
p0 queue free %	100	99	99	97	99	99	100			100		
cM capacity (veh/h)	497	477	744	513	401	729	1296			1234		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	16	22	216	197								
Volume Left	2	14	5	5								
Volume Right	9	5	14	7								
cSH	601	529	1296	1234								
Volume to Capacity	0.03	0.04	0.00	0.00								
Queue Length 95th (m)	0.6	1.0	0.1	0.1								
Control Delay (s)	11.1	12.1	0.2	0.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.1	12.1	0.2	0.2								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			21.8%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 5: Nauvoo Road & Primary Facility Access

Twin Creeks Environmental
 2025 Existing Conditions Mid-day Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	34	157	10	32	148
Future Volume (Veh/h)	12	34	157	10	32	148
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	13	38	176	11	36	166
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	414	176			187	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	414	176			187	
tC, single (s)	6.7	7.0			4.9	
tC, 2 stage (s)						
tF (s)	3.8	4.0			3.0	
p0 queue free %	98	95			96	
cM capacity (veh/h)	521	702			1016	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	51	176	11	36	166	
Volume Left	13	0	0	36	0	
Volume Right	38	0	11	0	0	
cSH	645	1700	1700	1016	1700	
Volume to Capacity	0.08	0.10	0.01	0.04	0.10	
Queue Length 95th (m)	2.0	0.0	0.0	0.8	0.0	
Control Delay (s)	11.1	0.0	0.0	8.7	0.0	
Lane LOS	B			A		
Approach Delay (s)	11.1	0.0		1.5		
Approach LOS	B					
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			24.9%	ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis
 1: Nauvoo Road & Hwy 402 EB Off-ramp











Twin Creeks Environmental
 2025 Existing Conditions PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			↑	↑	
Traffic Volume (veh/h)	23	38	0	165	134	0
Future Volume (Veh/h)	23	38	0	165	134	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	25	42	0	181	147	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	328	147	147			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	328	147	147			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	95	100			
cM capacity (veh/h)	662	897	1435			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	67	181	147			
Volume Left	25	0	0			
Volume Right	42	0	0			
cSH	792	1700	1700			
Volume to Capacity	0.08	0.11	0.09			
Queue Length 95th (m)	2.1	0.0	0.0			
Control Delay (s)	10.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	10.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			19.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 2: Nauvoo Road & Hwy 402 WB On/Off-ramp


















Twin Creeks Environmental
 2025 Existing Conditions PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	34	31	133	0	15	152
Future Volume (Veh/h)	34	31	133	0	15	152
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	38	34	148	0	17	169
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	351	148			148	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	351	148			148	
tC, single (s)	6.4	6.3			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	94	96			99	
cM capacity (veh/h)	643	888			1446	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	72	148	17	169		
Volume Left	38	0	17	0		
Volume Right	34	0	0	0		
cSH	739	1700	1446	1700		
Volume to Capacity	0.10	0.09	0.01	0.10		
Queue Length 95th (m)	2.5	0.0	0.3	0.0		
Control Delay (s)	10.4	0.0	7.5	0.0		
Lane LOS	B		A			
Approach Delay (s)	10.4	0.0	0.7			
Approach LOS	B					
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			22.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Nauvoo Road & Confederation Line

















Twin Creeks Environmental
2025 Existing Conditions PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	29	44	30	26	19	34	135	41	23	171	42
Future Volume (Veh/h)	28	29	44	30	26	19	34	135	41	23	171	42
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	29	30	45	31	27	20	35	139	42	24	176	43
Pedestrians		7						2				
Lane Width (m)		3.7						3.7				
Walking Speed (m/s)		1.1						1.1				
Percent Blockage		1						0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	495	504	206	516	483	139	226			181		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	495	504	206	516	483	139	226			181		
tC, single (s)	7.2	6.6	6.2	7.2	6.5	6.3	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.6	4.1	3.3	3.6	4.0	3.4	2.2			2.2		
p0 queue free %	93	93	95	92	94	98	97			98		
cM capacity (veh/h)	427	442	827	399	462	896	1333			1407		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	104	78	174	42	243							
Volume Left	29	31	35	0	24							
Volume Right	45	20	0	42	43							
cSH	547	492	1333	1700	1407							
Volume to Capacity	0.19	0.16	0.03	0.02	0.02							
Queue Length 95th (m)	5.3	4.2	0.6	0.0	0.4							
Control Delay (s)	13.1	13.7	1.7	0.0	0.9							
Lane LOS	B	B	A		A							
Approach Delay (s)	13.1	13.7	1.4		0.9							
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.6									
Intersection Capacity Utilization			39.2%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis












4: Nauvoo Road & Zion Line

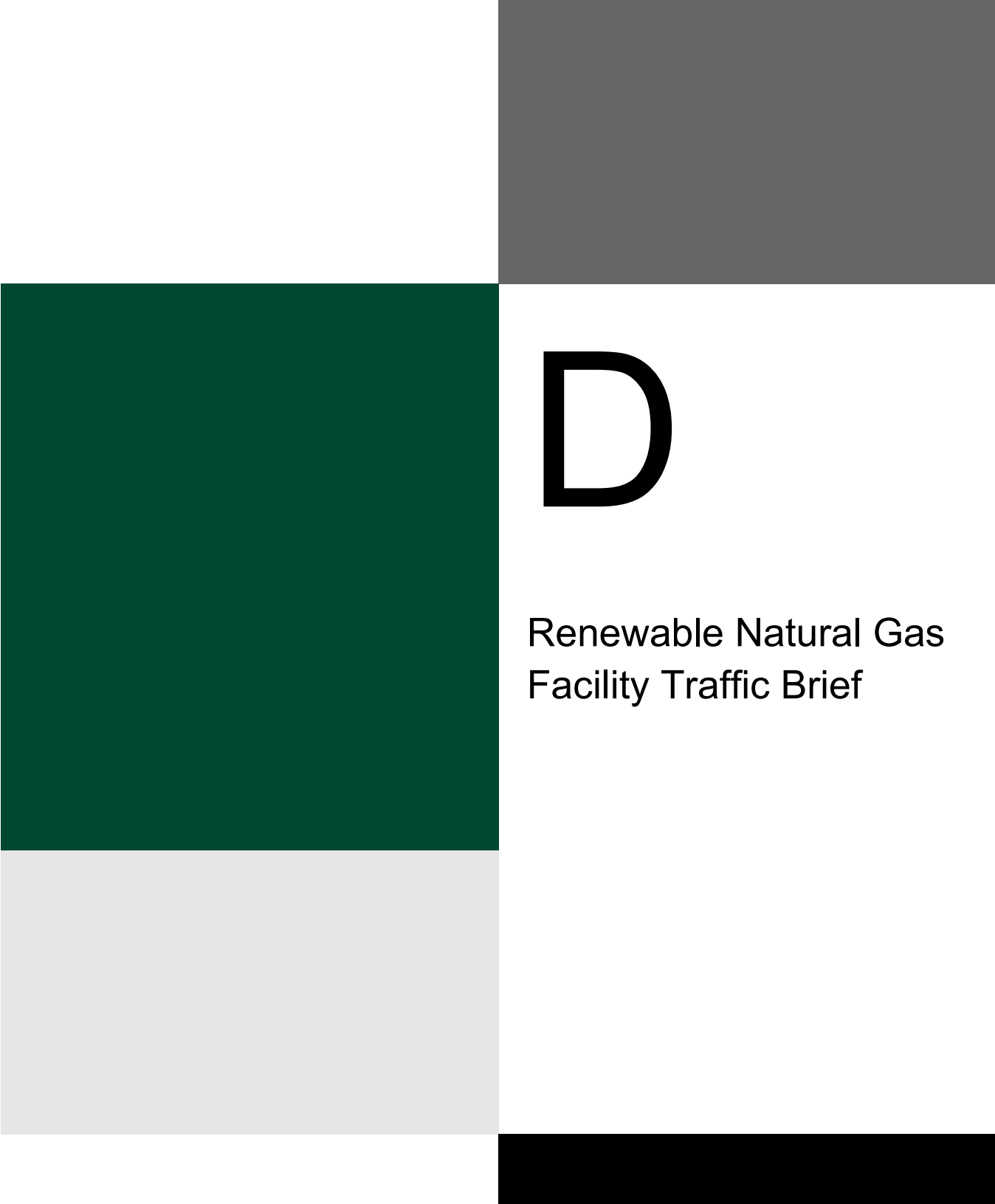
Twin Creeks Environmental
2025 Existing Conditions PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	3	6	18	8	8	8	183	9	3	173	4
Future Volume (Veh/h)	2	3	6	18	8	8	8	183	9	3	173	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	2	3	7	21	9	9	9	213	10	3	201	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	459	450	204	454	448	218	206			223		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	459	450	204	454	448	218	206			223		
tC, single (s)	7.1	6.5	6.3	7.1	6.5	6.3	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.4	3.5	4.0	3.4	2.4			2.2		
p0 queue free %	100	99	99	96	98	99	99			100		
cM capacity (veh/h)	499	502	810	509	504	802	1270			1358		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	12	39	232	209								
Volume Left	2	21	9	3								
Volume Right	7	9	10	5								
cSH	645	555	1270	1358								
Volume to Capacity	0.02	0.07	0.01	0.00								
Queue Length 95th (m)	0.4	1.7	0.2	0.1								
Control Delay (s)	10.7	12.0	0.4	0.1								
Lane LOS	B	B	A	A								
Approach Delay (s)	10.7	12.0	0.4	0.1								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			25.8%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 5: Nauvoo Road & Primary Facility Access

Twin Creeks Environmental
 2025 Existing Conditions PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	4	18	202	2	0	192
Future Volume (Veh/h)	4	18	202	2	0	192
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	5	21	235	2	0	223
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	458	235			237	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	458	235			237	
tC, single (s)	6.9	6.2			4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3			2.2	
p0 queue free %	99	97			100	
cM capacity (veh/h)	482	809			1342	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	26	235	2	0	223	
Volume Left	5	0	0	0	0	
Volume Right	21	0	2	0	0	
cSH	716	1700	1700	1700	1700	
Volume to Capacity	0.04	0.14	0.00	0.00	0.13	
Queue Length 95th (m)	0.9	0.0	0.0	0.0	0.0	
Control Delay (s)	10.2	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	10.2	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			20.6%		ICU Level of Service	A
Analysis Period (min)			15			

The page features a large, abstract graphic composed of several overlapping rectangular blocks. A dark green block is on the left side, partially overlapping a grey block at the top and a light grey block at the bottom. A black block is at the bottom right. The text is positioned on the white background to the right of the green block.

D

Renewable Natural Gas Facility Traffic Brief

Traffic Brief

Date: Tuesday, February 14, 2023
Project: Waste Management Proposed Renewable Natural Gas Facility, Township of Warwick, Lambton County, ON
To: Waste Management
From: Carl Wong, P.Eng (HDR); Adam Beausoleil, P.Eng. (HDR)
Subject: Traffic Brief in Support of Site Plan Approval for Proposed Renewable Natural Gas (RNG) Facility

Introduction

Waste Management attended a pre-consultation meeting with the Township of Warwick on December 1, 2022 where the land use planning approval requirements for a Renewable Natural Gas (RNG) facility at the Twin Creeks Environmental Centre were discussed.

The RNG facility would be located south of the existing Twin Creeks landfill near the existing landfill gas facility. A new access point to the RNG facility will be required and is proposed on Confederation Line between the existing Twin Creeks dog park, and the landfill westerly property line. The general location of the proposed RNG facility in the context of the landfill and dog park is shown in **Figure 1**.

The pre-consultation meeting minutes indicate that the County of Lambton Public Works requires a traffic brief to address the following topics:

- 1) Construction traffic generated and impacts and improvements or mitigation to support that activity.
- 2) Regular operations traffic generated and improvements or mitigation to support that activity.
- 3) Estimated trip assignment and traffic operations/capacity under the pre- and post-construction scenarios.
- 4) Consideration of impacts during construction due to the reconstruction of County Road 79 (Nauvoo Road) at County Road 39 (Confederation Line).
- 5) Safety considerations.



Figure 1: RNG Facility Location

Traffic Impacts During RNG Facility Construction

Site Traffic Generation

Construction of the RNG facility is expected to occur throughout 2023 and 2024. Site traffic generation during construction was estimated by following a first principles approach which looked at resource (personnel) needs during the various construction phases as well as construction material and equipment deliveries. At this time, the planning is in early stages. The personnel requirements were estimated based on the chronological order in which the facility will be constructed beginning with the survey crew and ending with the fencing crew. In each case, the crew size is estimated and it was assumed that construction activities could overlap with the previous and following tasks, to estimate the highest potential of construction personnel load on site at any given time.

In addition to construction personnel, the material and equipment deliveries were estimated using the total cubic volume or tonnage required in materials and dividing that by the capacity of a single delivery truck, to estimate the total number of deliveries required. Major equipment deliveries were explicitly considered and included in the estimate.

Although the construction is expected to last more than one year, there will be times when the personnel loads are highest (generally at the beginning of the construction phase to support excavations), and there are times when equipment and material delivery activities are expected to be higher (such as during the concreting phase).

Since it is too early to provide a very detailed schedule for the works, the potential peak hour trip generation resulting from construction activity was estimated for the weekday AM peak hour. This is when it is anticipated that most of the deliveries will be received and when the majority of the crew will arrive on site. HDR conservatively assumed that the personnel will all arrive during the AM peak hour. HDR assumed an even distribution of material/equipment deliveries during a compacted 6-month duration. This is to be conservative rather than spreading out the deliveries over a longer time span. Additionally, it was assumed that there would be 20 construction days per month and that all the deliveries for the day would be received during the weekday AM peak hour. The detailed calculations are presented in **Attachment A**.

Construction of the RNG facility is estimated to generate 100 trips during the weekday AM peak hour, comprising 83 employee/personnel trips and 17 material/equipment deliveries. During the PM peak hour, fewer trips would be expected to be generated by the construction activity since the material and equipment loads would be received during the day. Therefore, the PM peak hour trips are expected to be predominantly employee/personnel trips leaving for the day, or in the range of 83 trips during the PM peak hour.

Traffic Operations

The majority of site traffic is assumed to be destined to/from Highway 402 to the north. It is possible that some trips may come from the surrounding area and would therefore not come from Highway 402, but these are expected to be the minority of trips. Without any construction at Confederation Line and Nauvoo Road, all traffic to/from the site would be assumed to travel through this intersection and travel north along Nauvoo Road, then enter Highway 402 using the interchange along Nauvoo Road. HDR tested the traffic operations for this intersection assuming that all the construction traffic travels through this intersection.

HDR commissioned a traffic count at the intersection of Confederation Line and Nauvoo Road on November 22, 2022. Assuming that all of the weekday AM peak hour construction traffic comes from Highway 402, it is expected that there will be approximately 100 inbound trips. To be conservative, it was assumed that the equipment/material trips will leave during the same peak hour while the personnel will remain on the site. Therefore, the two-way trips being generated is 100 inbound trips assigned to the southbound left-turn movement at Confederation Line and Nauvoo Road, plus 17 outbound trips which would be assigned to the westbound right-turn at the intersection. In reality, many of the material or equipment load trucks will not arrive and depart in the same hour, which is conservatively assumed in this analysis. This westbound right-turn is a channelized turn which means that vehicles only need to yield to northbound vehicles when merging on to Nauvoo Road. During the PM peak hour, it is estimated that there would be 83 outbound trips which would be associated with the construction personnel and they would be added to the westbound right-turn movement which is currently channelized and therefore low impact on the traffic operations. However, for a conservative AM peak hour analysis it was assumed that the westbound right-turns would not occur within the channel and would be required to stop at Nauvoo Road.

The existing traffic count is provided in **Attachment B**. The Synchro analysis of existing conditions with the addition of the construction traffic is also presented in **Attachment B**.

In summary, the construction traffic will have negligible impacts on the intersection of Confederation Line and Nauvoo Road. During the weekday AM peak hour with the inclusion of RNG facility site traffic, the intersection will operate within acceptable thresholds, with the highest volume-to-capacity ratio (which is a measure of capacity being used) being 0.36 (or equivalent to 36% of the capacity used) and all approaches would be operating at Level of Service 'C' or better. This demonstrates that the construction activity would have minimal impacts on the nearby intersection operations. Site traffic would be traveling straight through the intersection of Nauvoo Road at Zion Line and would use the free-flow ramps at Highway 402 interchange which means there would be minimal impacts.

Nauvoo Road at Confederation Line Reconstruction

The pre-consultation meeting minutes indicated that the County is planning reconstruction of the intersection of Nauvoo Road at Confederation Line to occur during 2024 which overlaps with the construction of the RNG facility. The details of the reconstruction are uncertain, including the duration of the construction and the final configuration of the intersection in terms of lane configuration, and if the westbound right-turn channel will be removed.

There are two scenarios which may apply to the reconstruction of Confederation Line at Nauvoo Road:

- 1) Part of the intersection remains open and operating but with reduced capacity. In this scenario, a portion of the RNG facility construction traffic will continue to pass through the intersection even with the reduced capacity, and some of the RNG facility construction site traffic may redivert to other routes with more capacity:
 - a. Highway 402 interchange to the east (at Kerwood Road) and traveling down to Napperton Drive (which turns into Confederation Line).
 - b. Continuing to use the Nauvoo Road Highway 402 interchange but diverting along Zion Line east to Arkona Road, and then south to Confederation Line.
 - c. A combination of a) and b)
- 2) The intersection is fully closed and vehicles must use the routes in a) and b) above.

Given the surrounding area is predominantly undeveloped and agricultural, and that Watford is the largest population centre in the surrounding area along with a major traffic destination, which is the Twin Creeks landfill, it is presumed that the highest traffic volumes in the area will be experienced along Nauvoo Road between Highway 402 and Confederation Line. There is another small hamlet along Kerwood Road south of Napperton Drive (Confederation Line), but it is notably smaller than Watford.

Detailed traffic count data is not available for roadways east of the facility; however, it is expected that traffic volumes will be lower at these other roadways and intersections to the east (i.e., along Kerwood Road and along Arkona Road). Therefore, the expectation is that the intersections along Kerwood Road and Arkona Road should be able to accommodate the projected construction traffic volumes or a portion of those traffic volumes in the event that the reconstruction of Confederation Line at Nauvoo Road only results in a partial closure of the intersection. The traffic analysis of Confederation Line at Nauvoo Road with the construction site traffic represents the critical location and time period for analysis to demonstrate that the construction activity can be accommodated by the road network.

Traffic Impacts During RNG Facility Operation

Site Traffic Generation & Traffic Operations

The site is expected to generate a low number of trips during the weekday AM, midday, or weekday PM peak hours. The RNG facility will have approximately 6 to 10 employees on site who will operate the machinery and these employees are expected to arrive to or leave the site outside of the peak periods. As a result, the site will only generate a minimal number of trips – if any – during the peak periods and in our opinion, the impacts will be negligible.

Proposed RNG Facility Driveway

The proposed driveway location and entrance to the RNG facility is approximately 640 metres east of Confederation Line and will be aligned approximately opposite an existing driveway on the south side of Confederation Line. The facility site plan and the location of the proposed driveway is shown in the site plan in **Attachment C**.

A site visit was undertaken on February 8th, 2023, and photos were captured at the location of the proposed driveway. The photos are presented in **Attachment D**.

Confederation Line has a 50 km/h posted speed limit and is straight and flat in the vicinity of the proposed driveway. The proposed driveway is located generally at the top of a very long but low elevation crest along Confederation Line.

Sightlines for the driveway were reviewed according to the Transportation Association of Canada Geometric Design Guide for Canadian Roads (2017). Using Table 2.5.2 for stopping sight distance on level roadways, it was found that the required stopping sight distance is 105 metres for a roadway with a design speed of 70 km/h. Decision sight distance was also checked using Table 9.9.4 (left-turn from stop) and Table 9.9.6 (right-turn from stop), the decision sight distance was found to be 150 metres and 130 metres, respectively.

Based on the site visit, we found the sight distance to be well in excess of the required sight distances and conclude that a driveway located approximately 640 metres east of Nauvoo Road would have adequate sightlines. If Confederation Line is widened to provide the additional 5.18 metre right-of-way requested by the County, then the sightlines should be maintained by ensuring obstructions in the clearway introduced by the widening are relocated or removed (such as poles, mail boxes, signage, or vegetation).

As shown on the attached site plan in **Attachment C**, the driveway will extend northward from the entrance at Confederation Line, to the RNG facility. The driveway will cross the existing walking trail. A pedestrian crossing sign (Watch for Pedestrians) will be placed along the driveway, in both the northbound and southbound direction, to warn drivers of the crossing location. In addition, a pedestrian warning sign (Stop for Vehicles) will be placed at the location where the walking trail crosses the driveway in both the eastbound and westbound direction.



Attachment A

RNG Facility Construction Trip Generation

Trip Estimates During Construction of RNG Facility

Duration 6 months (receiving construction materials and equipment)

Construction Materials Truck Loads/Trips

Source: email from WSP

Granular/asphalt	1050 trips
Leachate/Septic	48 trips
Geotextile	1 trips
Piping	1 trips

Building and Equipment Deliveries Truck Loads/Trips

Source: Copy of WM-95 - Equipment Dimensions Weights_Rev4.0_AVN-31Jan2023_forHDR.xlsx

Processing Equipment	112 trips
Mechanical Equipment	50 trips
Electrical Equipment	25 trips
Granular	300 trips
Concrete	400 trips

Personnel Resource Loading Plan

Source: 13914-00-C-CM-SHD-01-00_Construction Resource Allocation Plan.pdf

Daily potential peak employee load	99 persons
Vehicle Occupancy (carpool)	1.2 people per car
Vehicles trips	83 trips

Trip Summary

Construction Material/Equipment - Total	1987 trips	
Construction Material/Equipment - Monthly	331 trips	(divide by 6 months construction duration)
Construction Material/Equipment - Daily	17 trips	(divide by 20 days per month)

Construction Material/Equipment - AM Peak Hour	17 trips
Personnel Trips - AM Peak Hour	83 trips
AM Peak Hour Trips:	100 trips

100% assume these trips come in the morning peak hour



Attachment B

Nauvoo Road at Confederation Line Turning Movement Count and Synchro Report

Nauvoo Road & Confederation Line

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 8:00:00

To: 9:00:00

Municipality: Watford
Site #: 0000007003
Intersection: Nauvoo Road & Confederation Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 358
 North Entering: 171
 North Peds: 0
 Peds Cross: \times

Buses	1	4	0	5
Trucks	2	5	1	8
Cars	39	103	16	158
Totals	42	112	17	



Buses	1
Trucks	20
Cars	166
Totals	187

East Leg Total: 117
 East Entering: 53
 East Peds: 0
 Peds Cross: \times

Buses	Trucks	Cars	Totals
3	4	130	137

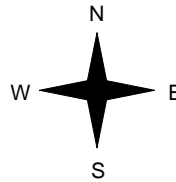


Nauvoo Road

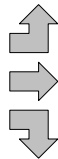
Cars	Trucks	Buses	Totals
15	0	0	15
27	0	1	28
8	1	1	10
50	1	2	



Confederation Line



Buses	Trucks	Cars	Totals
0	3	55	58
0	2	24	26
0	2	43	45
0	7	122	



Nauvoo Road

Confederation Line



Cars	Trucks	Buses	Totals
59	5	0	64

Peds Cross: \times
 West Peds: 2
 West Entering: 129
 West Leg Total: 266

Cars	154	Cars	64	96	19	179
Trucks	8	Trucks	2	17	2	21
Buses	5	Buses	1	1	0	2
Totals	167	Totals	67	114	21	



Peds Cross: \times
 South Peds: 0
 South Entering: 202
 South Leg Total: 369

Comments

Nauvoov Road & Confederation Line

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 11:45:00

To: 12:45:00

Municipality: Watford
Site #: 0000007003
Intersection: Nauvoov Road & Confederation Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoov Road runs N/S

North Leg Total: 330
 North Entering: 166
 North Peds: 0
 Peds Cross: \times

Buses	0	0	0	0
Trucks	6	14	1	21
Cars	35	100	10	145
Totals	41	114	11	



Buses	0
Trucks	17
Cars	147
Totals	164

East Leg Total: 100
 East Entering: 52
 East Peds: 0
 Peds Cross: \times

Buses	Trucks	Cars	Totals
0	9	104	113

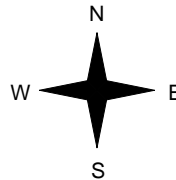


Nauvoov Road

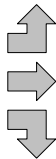
Cars	Trucks	Buses	Totals
11	2	0	13
20	1	0	21
17	1	0	18
48	4	0	



Confederation Line



Buses	Trucks	Cars	Totals
0	2	36	38
0	1	18	19
0	0	45	45
0	3	99	



Nauvoov Road

Confederation Line



Cars	Trucks	Buses	Totals
44	4	0	48

Peds Cross: \times
 West Peds: 2
 West Entering: 102
 West Leg Total: 215

Cars	162	Cars	49	100	16	165
Trucks	15	Trucks	2	13	2	17
Buses	0	Buses	0	0	0	0
Totals	177	Totals	51	113	18	



Peds Cross: \times
 South Peds: 0
 South Entering: 182
 South Leg Total: 359

Comments

Nauvoov Road & Confederation Line

Afternoon Peak Diagram

Specified Period

From: 16:00:00

To: 18:00:00

One Hour Peak

From: 16:00:00

To: 17:00:00

Municipality: Watford
Site #: 0000007003
Intersection: Nauvoov Road & Confederation Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoov Road runs N/S

North Leg Total: 404
 North Entering: 206
 North Peds: 0
 Peds Cross: \times

Buses	0	1	0	1
Trucks	0	12	0	12
Cars	17	153	23	193
Totals	17	166	23	



Buses	0
Trucks	13
Cars	185
Totals	198

East Leg Total: 182
 East Entering: 88
 East Peds: 0
 Peds Cross: \times

Buses	Trucks	Cars	Totals
0	1	87	88

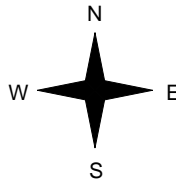


Nauvoov Road

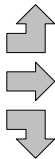
Cars	Trucks	Buses	Totals
26	2	0	28
27	0	0	27
31	2	0	33
84	4	0	



Confederation Line



Buses	Trucks	Cars	Totals
0	2	34	36
0	2	33	35
0	1	43	44
0	5	110	



Nauvoov Road

Confederation Line



Cars	Trucks	Buses	Totals
92	2	0	94

Peds Cross: \times
 West Peds: 7
 West Entering: 115
 West Leg Total: 203

Cars	227	Cars	43	125	36	204
Trucks	15	Trucks	1	9	0	10
Buses	1	Buses	0	0	0	0
Totals	243	Totals	44	134	36	



Peds Cross: \times
 South Peds: 2
 South Entering: 214
 South Leg Total: 457

Comments

Nauvoo Road & Confederation Line

Total Count Diagram

Municipality: Watford
Site #: 0000007003
Intersection: Nauvoo Road & Confederation Line
TFR File #: 1
Count date: 22-Nov-2022

Weather conditions:
 Clear
Person(s) who counted:

**** Non-Signalized Intersection ****

Major Road: Nauvoo Road runs N/S

North Leg Total: 2331
 North Entering: 1190
 North Peds: 0
 Peds Cross: \nless

Buses	1	7	0	8
Trucks	17	89	12	118
Cars	202	747	115	1064
Totals	220	843	127	



Buses	3
Trucks	110
Cars	1028
Totals	1141

East Leg Total: 910
 East Entering: 444
 East Peds: 0
 Peds Cross: \nless

Buses	Trucks	Cars	Totals
5	31	658	694

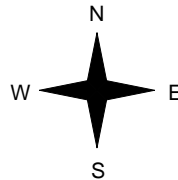


Nauvoo Road

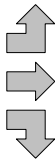
Cars	Trucks	Buses	Totals
113	9	0	122
153	7	2	162
145	14	1	160
411	30	3	



Confederation Line



Buses	Trucks	Cars	Totals
0	12	255	267
0	8	176	184
0	5	275	280
0	25	706	



Confederation Line



Nauvoo Road



Cars	Trucks	Buses	Totals
440	26	0	466

Peds Cross: \nless
 West Peds: 19
 West Entering: 731
 West Leg Total: 1425

Cars	1167	Cars	303	660	149	1112
Trucks	108	Trucks	7	89	6	102
Buses	8	Buses	2	3	0	5
Totals	1283	Totals	312	752	155	



Peds Cross: \nless
 South Peds: 3
 South Entering: 1219
 South Leg Total: 2502

Comments

Nauvoov Road & Confederation Line Traffic Count Summary

Intersection: Nauvoov Road & Confederation Line Count Date: 22-Nov-2022 Municipality: Watford

North Approach Totals						South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	North/South Total Approaches	Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	15	81	33	129	0	312	8:00:00	58	110	15	183	1
9:00:00	17	112	42	171	0	373	9:00:00	67	114	21	202	0
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	20	104	27	151	0	312	12:00:00	37	103	21	161	0
13:00:00	7	114	36	157	0	323	13:00:00	45	102	19	166	0
14:00:00	13	113	33	159	0	294	14:00:00	32	88	15	135	0
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	23	166	17	206	0	420	17:00:00	44	134	36	214	2
18:00:00	32	153	32	217	0	375	18:00:00	29	101	28	158	0
Totals:	127	843	220	1190	0	2409		312	752	155	1219	3

East Approach Totals						West Approach Totals						
Hour Ending	Includes Cars, Trucks, & Buses				Total Peds	East/West Total Approaches	Hour Ending	Includes Cars, Trucks, & Buses				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	12	27	13	52	0	173	8:00:00	62	29	30	121	3
9:00:00	10	28	15	53	0	182	9:00:00	58	26	45	129	2
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	24	23	10	57	0	140	12:00:00	30	23	30	83	0
13:00:00	18	18	18	54	0	161	13:00:00	36	19	52	107	3
14:00:00	25	16	20	61	0	154	14:00:00	25	27	41	93	4
16:00:00	0	0	0	0	0	0	16:00:00	0	0	0	0	0
17:00:00	33	27	28	88	0	203	17:00:00	36	35	44	115	7
18:00:00	38	23	18	79	0	162	18:00:00	20	25	38	83	0
Totals:	160	162	122	444	0	1175		267	184	280	731	19


















Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	9:00	12:00	13:00	14:00	16:00	17:00	18:00
Crossing Values:	104	96	77	73	77	0	106	83

HCM Unsignalized Intersection Capacity Analysis

3: Nauvoo Road & Confederation Line

02/13/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	26	45	10	28	30	67	114	21	115	112	42
Future Volume (Veh/h)	58	26	45	10	28	30	67	114	21	115	112	42
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	62	28	48	11	30	32	72	123	23	124	120	45
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	704	680	142	720	680	123	165			146		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	704	680	142	720	680	123	165			146		
tC, single (s)	7.1	6.6	6.2	7.3	6.5	6.2	4.1			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.1	3.3	3.7	4.0	3.3	2.2			2.3		
p0 queue free %	78	91	95	96	91	97	95			91		
cM capacity (veh/h)	280	316	900	255	321	933	1401			1412		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	138	73	195	23	289							
Volume Left	62	11	72	0	124							
Volume Right	48	32	0	23	45							
cSH	380	427	1401	1700	1412							
Volume to Capacity	0.36	0.17	0.05	0.01	0.09							
Queue Length 95th (m)	12.4	4.6	1.2	0.0	2.2							
Control Delay (s)	19.8	15.2	3.1	0.0	3.8							
Lane LOS	C	C	A		A							
Approach Delay (s)	19.8	15.2	2.8		3.8							
Approach LOS	C	C										
Intersection Summary												
Average Delay			7.7									
Intersection Capacity Utilization			42.1%		ICU Level of Service				A			
Analysis Period (min)			15									



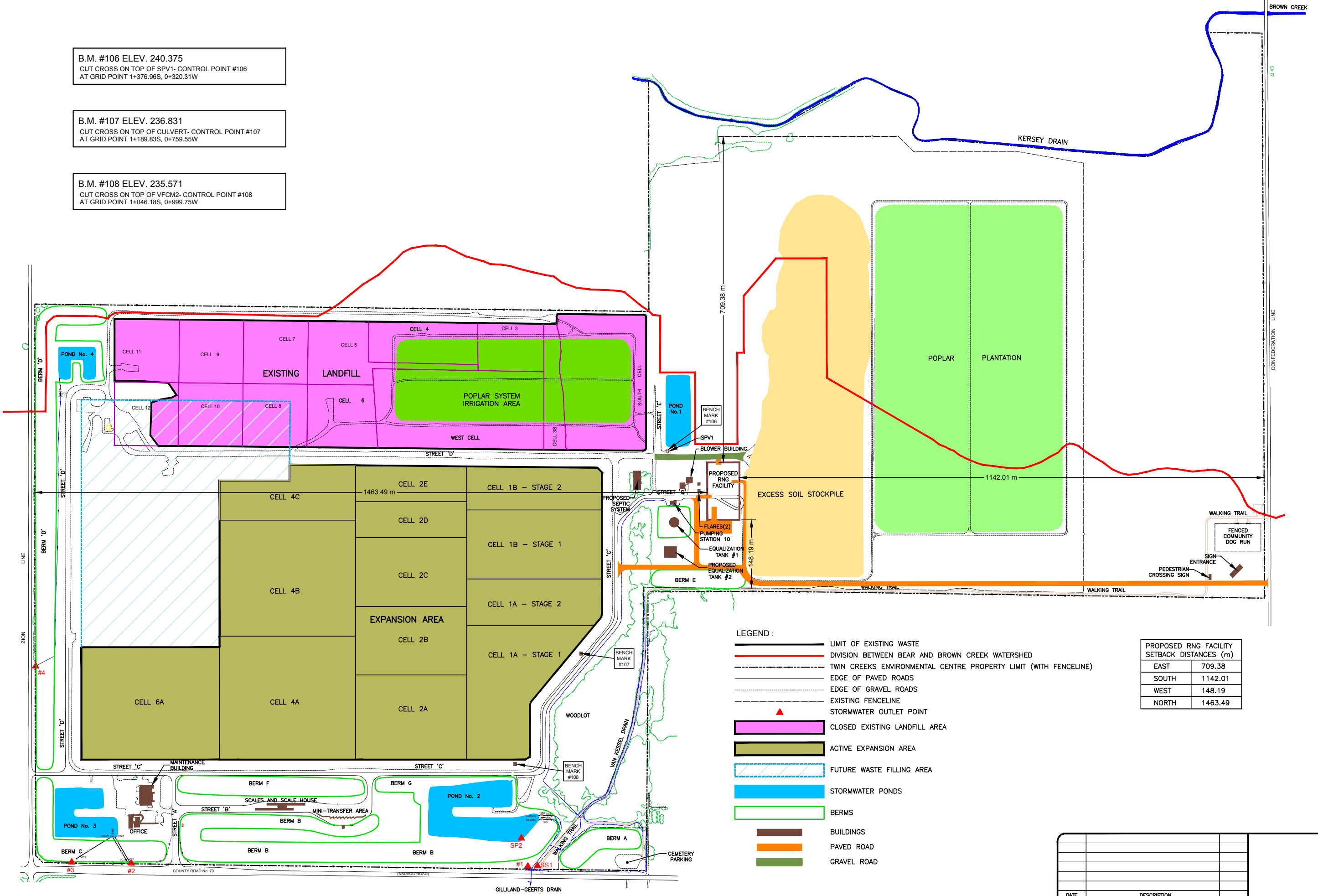
Attachment C

Facility Site Plan

B.M. #106 ELEV. 240.375
 CUT CROSS ON TOP OF SPV1- CONTROL POINT #106
 AT GRID POINT 1+376.96S, 0+320.31W

B.M. #107 ELEV. 236.831
 CUT CROSS ON TOP OF CULVERT- CONTROL POINT #107
 AT GRID POINT 1+189.83S, 0+759.55W

B.M. #108 ELEV. 235.571
 CUT CROSS ON TOP OF VFCM2- CONTROL POINT #108
 AT GRID POINT 1+046.18S, 0+999.75W

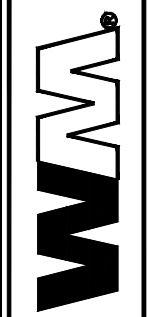


- LEGEND :**
- LIMIT OF EXISTING WASTE
 - DIVISION BETWEEN BEAR AND BROWN CREEK WATERSHED
 - TWIN CREEKS ENVIRONMENTAL CENTRE PROPERTY LIMIT (WITH FENCELINE)
 - EDGE OF PAVED ROADS
 - EDGE OF GRAVEL ROADS
 - EXISTING FENCELINE
 - ▲ STORMWATER OUTLET POINT
 - CLOSED EXISTING LANDFILL AREA
 - ACTIVE EXPANSION AREA
 - FUTURE WASTE FILLING AREA
 - STORMWATER PONDS
 - BERMS
 - BUILDINGS
 - PAVED ROAD
 - GRAVEL ROAD

PROPOSED RNG FACILITY SETBACK DISTANCES (m)	
EAST	709.38
SOUTH	1142.01
WEST	148.19
NORTH	1463.49

DATE	DESCRIPTION

wsp
 55 KING STREET, SUITE 700
 ST. CATHARINES (ONTARIO) CANADA L2R 3H5
 TEL: 905-687-1711 | WWW.WSP.COM

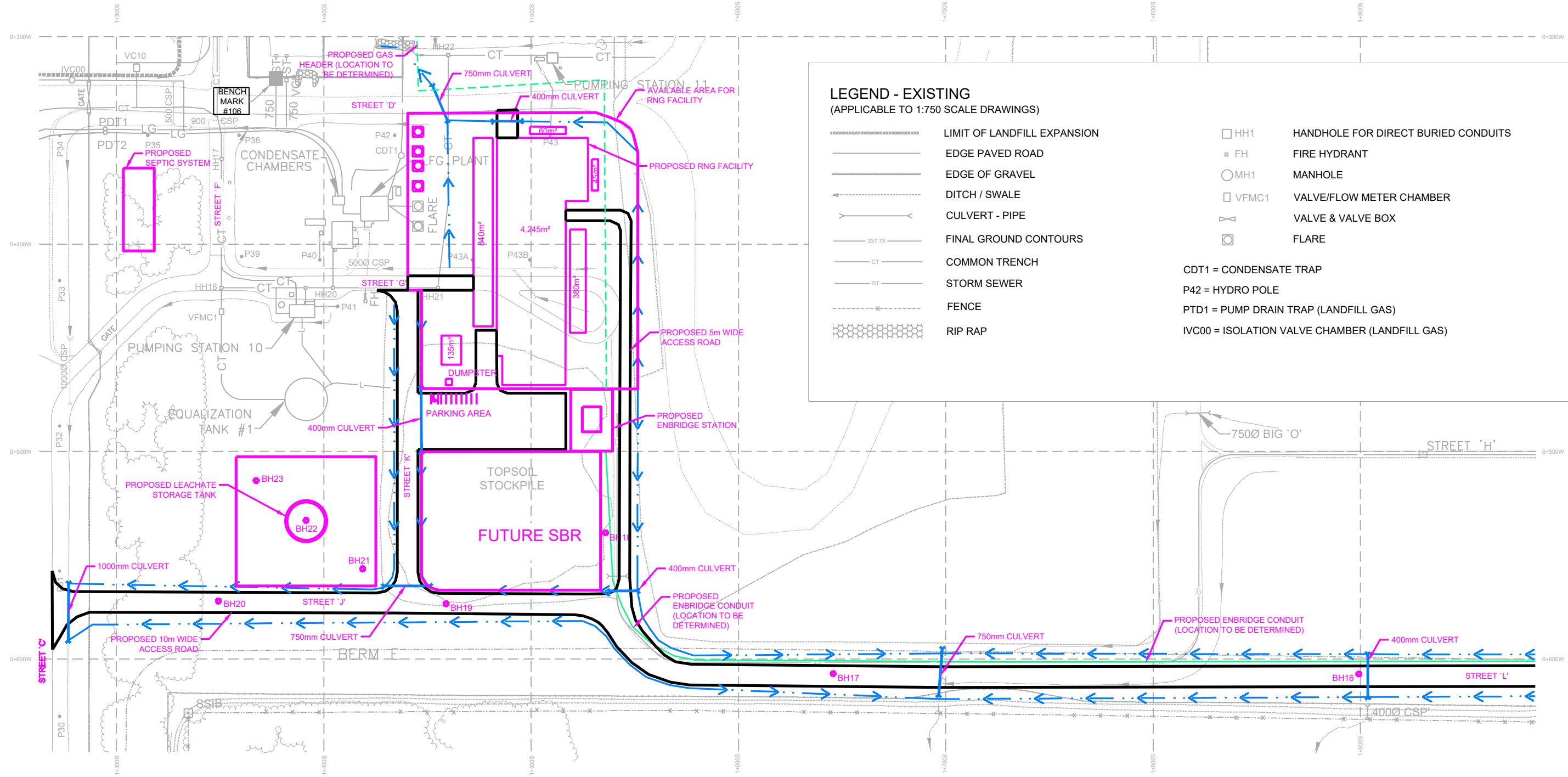


GENERAL SITE PLAN
 TWIN CREEKS ENVIRONMENTAL CENTRE
 WARWICK TOWNSHIP

DWN BY: A Z DATE: FEBRUARY 2023
 CHK BY: C O R SCALE: SEE BAR SCALE
 WASTE MANAGEMENT OF CANADA CORP.
 DRAWING NO. 211-01678-01-F2

DRAWING F2

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LEGEND - EXISTING

(APPLICABLE TO 1:750 SCALE DRAWINGS)

	LIMIT OF LANDFILL EXPANSION		HH1	HANDHOLE FOR DIRECT BURIED CONDUITS
	EDGE PAVED ROAD		FH	FIRE HYDRANT
	EDGE OF GRAVEL		MH1	MANHOLE
	DITCH / SWALE		VFMC1	VALVE/FLOW METER CHAMBER
	CULVERT - PIPE			VALVE & VALVE BOX
	FINAL GROUND CONTOURS			FLARE
	COMMON TRENCH			
	STORM SEWER			
	FENCE			
	RIP RAP			

CDT1 = CONDENSATE TRAP
 P42 = HYDRO POLE
 PTD1 = PUMP DRAIN TRAP (LANDFILL GAS)
 IVC00 = ISOLATION VALVE CHAMBER (LANDFILL GAS)

B.M. #106 ELEV. 240.375
 CUT CROSS ON TOP OF SPV1- CONTROL POINT #106
 AT GRID POINT 1+376.96S, 0+320.31W

B.M. #107 ELEV. 236.831
 CUT CROSS ON TOP OF CULVERT- CONTROL POINT #107
 AT GRID POINT 1+189.83S, 0+759.55W

B.M. #108 ELEV. 235.571
 CUT CROSS ON TOP OF VFMC2- CONTROL POINT #108
 AT GRID POINT 1+046.18S, 0+999.75W

NOTE : FOR LOCATION OF BENCHMARKS #107 AND #108 SEE FIGURE 211-01678-01-F2



DATE	DESCRIPTION	REVISION / ISSUE

WSP
 55 KING STREET, SUITE 700
 ST. CATHARINES (ONTARIO) CANADA L2R 3K5
 TEL: 905-682-1711 WWW.WSP.COM

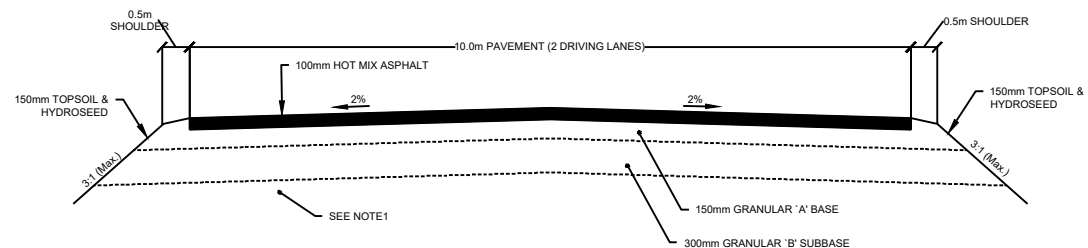
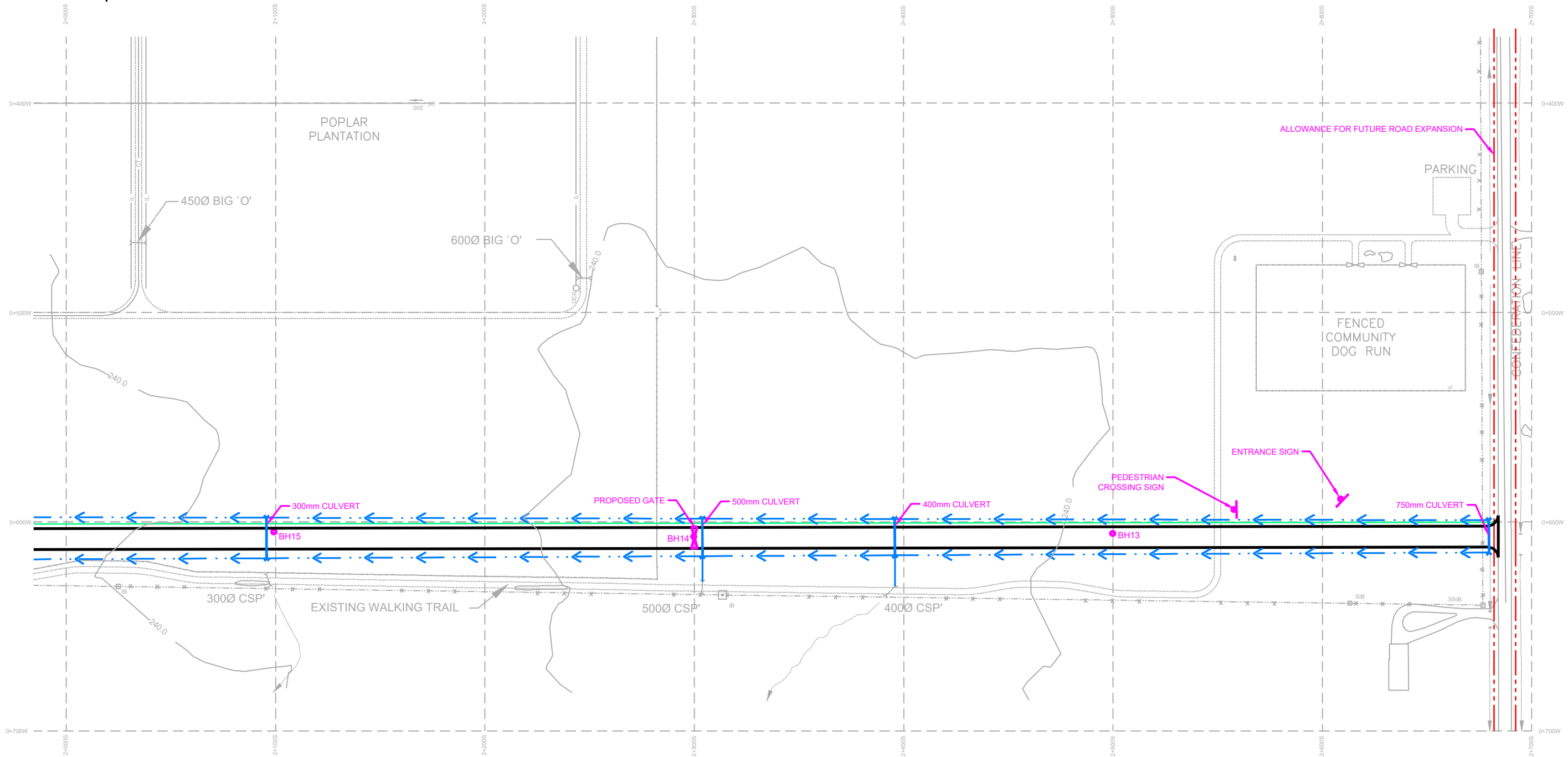
WMM

FACILITY SITE PLAN - NORTH
 TWIN CREEKS ENVIRONMENTAL CENTRE
 WARWICK TOWNSHIP

DWN BY: A Z DATE: FEBRUARY 2023
 CHK BY: C O R SCALE: SEE BAR SCALE
 WASTE MANAGEMENT OF CANADA CORP.
 DRAWING NO. 211-01678-01-F3A

DRAWING F3A

\\golder-gds\GAL_Mississauga\SM_Clients\Waste_Management\Twin_Creeks_Environmental_Centre\211-01678-01-F3A.dwg Feb 15, 2023 - 2:56pm



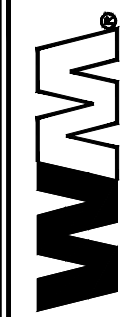
NOTES:

1. ROAD SUBGRADE - NATIVE SOIL MATERIAL OR FILL CONSISTING OF ON SITE EXCESS EXCAVATED MATERIAL COMPACTED TO 95% SPMD.
2. PROVIDE 2% SUPERELEVATION OF ROAD SURFACE ON ALL 90° TURNS.

DATE	DESCRIPTION	REVISION / ISSUE

Seal not valid unless signed & dated

\\golder-gds\GAL\Mississauga\SM\clients\Waste_Management\Twin_Creeks_Landfill\99_PROJ\2110167801-RNC_Civil_Works\001_Domd_Plan\2110167801-001-CW-003B.dwg Feb 15, 2023 - 2:56pm



FACILITY SITE PLAN - SOUTH
TWIN CREEKS ENVIRONMENTAL CENTRE
WARWICK TOWNSHIP

DWN BY: A Z DATE: FEBRUARY 2023
CHK BY: C O R SCALE: SEE BAR SCALE
WASTE MANAGEMENT OF CANADA CORP.
DRAWING NO. 211-01678-01-F3B

DRAWING
F3B

\\goldr.gds\GAL_Mississauga\SM_Clients\Waste_Management\Twin_Creeks_Landfill\99_PROJ\2110167801_RNC_Civ_Works\0001_Damd_Plan\2110167801-0001-CW-0006.dwg Feb 15, 2023 - 2:56pm



SITE ENTRANCE SIGN
N.T.S.



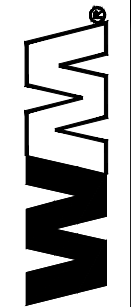
PEDESTRIAN CROSSING SIGN
N.T.S.

DATE	DESCRIPTION	REVISION / ISSUE

DRAWING
F6

DWN BY: A Z
CHK BY: C O R
DATE: FEBRUARY 2023
SCALE: SEE BAR SCALE
WASTE MANAGEMENT OF CANADA CORP.
DRAWING NO. 211-01678-01-F6

SIGN DETAILS
TWIN CREEKS ENVIRONMENTAL CENTRE
WARWICK TOWNSHIP



wsp
55 KING STREET, SUITE 700
ST. CATHARINES (ONTARIO) CANADA L2R 3H5
TEL: 905-682-1711 WWW.WSP.COM



Attachment D

Photos at Proposed RNG Facility Driveway along
Confederation Line
(640 metres east of Nauvoo Road)



Confederation Line – Looking East – Approximately 700 metres east of Nauvoo Road



Confederation Line – Looking West – Approximately 700 metres east of Nauvoo Road



Confederation Line – Looking East – Approximately 640 metres east of Nauvoo Road



Confederation Line – Looking West – Approximately 640 metres east of Nauvoo Road